

State of California  
AIR RESOURCES BOARD

Summary of Board Meeting  
**January 26, 2006**

California Air Resources Board  
Byron Sher Auditorium, Second Floor  
1001 I Street  
Sacramento, California

MEMBERS PRESENT: Dr. Robert F. Sawyer  
Dorene D'Adamo  
Lydia H. Kennard  
Patricia Salas Pineda  
Barbara Riordan  
Ron Roberts

**Agenda Item #**

**06-1-1: Research Proposals**

The Board considered the following five research proposals:

1. "Differences in Inflammatory Response to Exposure Concentrated Ambient Particles in Susceptible Volunteers", University of California, Los Angeles, \$629,920.
2. "On-Road Measurement of Light-Duty Gasoline and Heavy-Duty Diesel Vehicle Emission Trends", University of California, Berkeley, \$288,463.
3. "Process-Based Farm Emission Model for Estimating Volatile Organic Compound Emissions from California Dairies", University of California, Davis, \$299,351.
4. "Impact of Reactive Halogen Species on the Air Quality in California Coastal Areas", University of California, Los Angeles, \$300,000.
5. "Evaluation of the Proposed New European Methodology for Determination of Particle Number Emissions and its Potential in California for In-use Screening", University of California, Riverside, \$250,000.

ORAL TESTIMONY: None

FORMAL BOARD ACTION: Approved Resolution Nos. 06-3 through 06-7.

RESPONSIBLE DIVISION: Research Division

STAFF REPORT: Yes

**06-1-2: State of the State's Air Quality**

SUMMARY OF AGENDA ITEM:

Staff presented 2005 air quality data showing that the State continued its 20-year air quality improvement trend. But, the data also show that much more needs to be done in order to meet State and federal clean air standards.

The San Joaquin Valley saw a 34 percent drop in exceedances of the federal 8-hour ozone standard. The South Coast had a nominal decrease. Both areas remain in violation of the federal standard for much of the summer.

Two areas, the San Joaquin Valley and the South Coast, violate the federal 24-hour PM2.5 standard. Both areas are improving, with the San Joaquin Valley experiencing a dramatic decline in violations of the 24-hour PM2.5 standard over the last 5 years. Annual average PM2.5 concentrations are also declining; however, they remain the biggest challenge for both districts.

Health findings published in 2005 provide further evidence for the link between ozone and particulate air pollution and adverse human health effects. New research found a gender-specific link between PM exposure and coronary heart disease deaths in women.

ORAL TESTIMONY: None, informational only.

FORMAL BOARD ACTION: None, informational only.

RESPONSIBLE DIVISION: Planning and Technical Support Division

STAFF REPORT: No.

**06-1-3:**

**Air Resources Board's Action Plan for 2006**

SUMMARY OF AGENDA ITEM:

ARB Executive Officer Catherine Witherspoon briefed the Board on major initiatives, rulemakings, and other activities scheduled for 2006. She highlighted the additional resources in the Governor's proposed budget that would be available to ARB for work on the hydrogen highway, climate change, enforcement and other initiatives. She discussed the bond proposal for funding to cut air pollution from goods movement in the Governor's Strategic Growth Plan and the link to the Goods Movement Action Plan. She also described the next steps in 2006 for the climate action team and the hydrogen highway network.

Ms. Witherspoon described the major rulemakings on ARB's calendar for this year. These include measures to reduce diesel risk from trucks and buses, off-road equipment, commercial harbor craft, and existing stationary agricultural engines. The Board will consider several rules to cut emissions from passenger vehicles, forklifts, aboveground gasoline storage tanks, and consumer products. The Board will also address the use of ethanol in reformulated gasoline. Air toxics regulations on the calendar affect chrome plating, dry cleaning, and formaldehyde used in composite wood products.

Ms. Witherspoon discussed other upcoming Board actions. ARB will consider listing environmental tobacco smoke as a toxic air contaminant, revising the existing State air quality standard for nitrogen dioxide, and adding stationary diesel engines to the "Hot Spots" emission reporting program. The Board will also review proposed updates to ARB's guidelines on incentives for cleaner school buses to put a priority on replacing the oldest buses first.

Ms. Witherspoon described other major activities for the year. These include actions to reduce risk from goods movement via an emission reduction plan, several pilot projects to test new technologies, and advocacy at the national level. She also discussed environmental justice projects for the year and the work underway to develop the next round of State Implementation Plans. She highlighted upcoming retreats for board members from ARB and local air district boards, as well as an executive retreat for ARB and district staff. This year's Haagen-Smit symposium will focus on

the future of transportation fuels. Finally, she described a number of key federal actions scheduled for this year.

ORAL TESTIMONY: None

FORMAL BOARD ACTION: None (Informational Item)

RESPONSIBLE DIVISION: Planning and Technical Support Division

STAFF REPORT: No

**06-1-4: Public Hearing to Consider Identifying Environmental Tobacco Smoke as a Toxic Air Contaminant**

SUMMARY OF AGENDA ITEM:

The Air Resources Board (ARB) and Office of Environmental Health Hazard Assessment (OEHHA) staff presented to the Air Resources Board their proposal to identify environmental tobacco smoke (ETS) as a toxic air contaminant (TAC). The proposal was made under California's Toxic Air Contaminant Identification and Control Program established by Assembly Bill 1807 (AB 1807). The toxic air contaminant program is a comprehensive program to reduce the potential adverse public health impacts caused by emissions of toxic substances to the ambient air.

ETS entered the TAC identification process in June 2001 and a draft identification report was released to the public in 2003. The ARB staff prepared the exposure assessment portion of the draft identification report, while the OEHHA staff prepared the health effects portion. A public workshop and several Scientific Review Panel on Toxic Air Contaminants (SRP) meetings led to revisions to the draft identification report. The SRP is a technical peer review group of health and exposure experts who rigorously review the draft identification report to ensure that it is based on sound science, methods and practices. On June 24, 2005, the SRP found the ETS report to be based on sound scientific knowledge. This action approved the scientific basis for the proposal to identify ETS as a TAC.

At the Board Hearing, staff presented the ARB exposure assessment followed by the OEHHA's health effect evaluation. Dr. John Froines, Chairman of the SRP, also presented the findings of the SRP.

The proposed identification would add ETS as a TAC with no identified threshold exposure level under section 93000 of the California Code of Regulations.

The Board approved the staff's proposal. Prior to approval, the Board heard testimony from one health organization, which encouraged the Board's adoption of this identification. No party provided oral testimony in opposition to the proposed identification.

ORAL TESTIMONY:

Paul Kneprath, American Lung Association of California

FORMAL BOARD ACTION:

The Board approved Resolution 06-01 by a unanimous vote.

RESPONSIBLE DIVISION: Stationary Source Division

STAFF REPORT: Yes

**06-1-5:**

**Amendments to the Heavy-Duty Vehicle Smoke Inspection Program (Implementation of AB 1009, Pavley 2004, Chapter 837)**

SUMMARY OF AGENDA ITEM:

Staff proposed adoption of amendments to California's requirements for Heavy-Duty Diesel Smoke Emission Testing, and Heavy Duty Vehicle Emission Control System Inspections, as contained in sections 2180-2189, title 13, California Code of Regulations.

The proposed amendments were in response to Assembly Bill 1009 (Pavley 2004) which is intended to safeguard California's air quality against the usage of heavy-duty vehicles that were not designed to meet United States (U.S.) emission standards. The proposed amendments added new inspection protocols and civil penalties to ARB's existing Heavy-duty Vehicle Smoke Inspection Program for heavy-duty, diesel-powered, commercial vehicles. The new protocols included an inspection of engine emission control labels to determine if the engine meets U.S standards. Trucks determined to be non-compliant, either because the engine

emissions control label is missing or because the engine does not meet U.S. standards will be cited.

Two 15-day changes were suggested. The first modifies section 2185(a)(3) and will allow a truck owner, following the first year of implementation, to have the \$300 missing label penalty waived if supplemental documentation is presented at the time of inspection, showing that the engine complies with U.S. standards.

The second suggested 15-day change modifies section 2185(a)(4). This suggested change increases the penalty from \$300 to a maximum of \$500 for engines determined to noncompliant with U.S. standards.

**ORAL TESTIMONY:**

Mr. John Rosa, American Trucking Association / California Trucking Association

Ms. Adrian Martinez, Natural Resources Defense Council, Coalition for Clean Air, Union of Concerned Scientists, Center for Energy and Renewable Technologies, Planning and Conservation League, Clean Power Campaign, Environmental Defense now known as Clean Air for Life Campaign, and the American Lung Association of Los Angeles County

**FORMAL BOARD ACTION:** The Board approved the resolution number 06-2 by a unanimous vote.

**RESPONSIBLE DIVISION:** Mobile Source Operations Division