STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, *Governor*

AIR RESOURCES BOARD
1102 Q STREET
P O BOX 2815
SACRAMENTO, CA 95812

(916) 445-4383

July 6, 1988

Mr. Jack Kracklauer
Econalytic Systems, Inc.
2995 Wilderness Place
Boulder, CO 80301

Dear Mr. Kracklauer:

Catane Diesel Fuel Additive

This is in response to your June 13, 1988, letter in which you include information on your diesel fuel additive, Catane, and its potential for reducing particulate matter emissions from diesel engines. We appreciate your interest in the Air Resources Board's (ARB) efforts to reduce emissions from diesel engines.

The ARB staff will review the technical information that you sent us. The feasibility of using fuel additives to reduce emissions from diesel engines will be investigated by the ARB staff as it considers the various regulatory strategies for reducing diesel vehicle emissions. As part of our investigation, we will hold a second consultation meeting regarding diesel fuel properties. The meeting will be held on July 7, 1988, as shown in the notice that you received. We would appreciate your attendance at that meeting to present additional information on your fuel additive.

If you have any questions on the ARB's work in the area of motor vehicle diesel fuel specifications, please call Dean Simeroth, Chief of the Criteria Pollutants Branch, Stationary Source Division, at (916) 322-6020.

Sincerely,

William A. Sylte

James D. Boyd
Executive Officer

ECONALYTIC
Systems, Incorporated

Bi
Please review &
Brief me
6/18 6/20

June 13, 1988

Mr. James Boyd, Executive Officer
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Dear Mr. Boyd:

I have just received notification of the consultation meeting on motor vehicle diesel fuel properties scheduled for June 27 at McCandless Auditorium. Unfortunately, I will be out of the country at that time and will not be able to attend the first meeting. I have however, attended meetings on the same subject conducted by the Governors' Blue Ribbon Diesel Fuel Task Force in the Denver area between November and April of this year. Unfortunately, the efforts of the Blue Ribbon Task Force in the direction of determining feasibility of aromatic content regulation of diesel fuel were frustrated by an oil industry proposal delaying any action on sulfur regulation until 1993 and eliminating any reference to aromatic control.

On the subject of our premium diesel fuel technology, I submitted the attached proposal to the Chairman of the Blue Ribbon Task Force, attempting to fairly present the advantages and disadvantages of a fuel additive technology solution to the air pollution problem in Denver. The second attachment to this letter presents the recent gravimetric emissions data which documents the reduced particulate emissions achievable with our premium diesel fuel technology. In addition, it proposes a diesel dynamometer transient cycle documentation of efficacy which we believe is the type of objective criteria test necessary to separate effective additive technology from the plethora of ineffective fuel additives marketed at the current time.

I would request that you direct our proposal for regulatory initiative to the proper individuals at the California Air Resources Board for technical review. While we are not committed to that specific protocol, we feel strongly that some chassis dynamometer procedure using a sufficient number of heavy duty vehicles for statistical validation be used for this criteria testing. We would propose that subsequent to successful documentation of a minimum 25% reduction in particulate mass emission by the EPA transient cycle protocol conducted with heavy duty vehicles on a chassis dynamometer that rule

making begin to provide the benefits of this particulate emission reduction on an interim basis for the Los Angeles basin until the transition to clean fuel can be accomplished. I would like to point out that we have presented our technology to four major oil companies as a possible short term particulate emission alternative to aromatic reduction. They have told us they will not consider an additive strategy unless there are clear regulatory requirements, such as the oxygenated fuel regulation in Colorado.

Your consideration in this matter is appreciated. We will be pleased to answer any questions and provide additional documentation for this Catane premium diesel fuel technology as it is required.

Regards,

Jack Kracklauer

Attachments

cc: Dean Simeroth, CARB

JK/lp

ECONALYTIC
Systems, Incorporated

March 17, 1988

HAND DELIVERED

Mr. Christian Gibbons, Chairman
Blue Ribbon Diesel Task Force Chairman
City of Littleton
Business and Economic Development Department
2255 West Berry Ave.
Littleton, CO 80165

Dear Chris:

It is unfortunate that business interests have required that I be out of the country for the next two weeks. My assistant, Kim Kenney, informed me that the Task Force Agenda Committee will consider the issue of fuel additives in the future. The reason I have not broached this subject personally is my concern that the disreputable marketers active in this area could turn the Task Force meeting, which has been conducted on a high technical and professional level until now, into a carnival. I would like to propose, in the interest of timely completion of the Task Force discussion, that the Agenda Committee consider preparation of a brief written summary statement to the Task Force on the fuel additive issue. My suggestions for this statement are as follows:

The diesel fuel additive area is probably one of the best examples of a Jekyl and Hyde technology. Cetane improvers and pour point depressants are very effective and widely used at the refinery level. Unfortunately, the negative side is more replete with numerous examples of wretched excess and misrepresentation of performance claims coupled with unethical marketing practices.

On the other hand, the Denver oxygenated gasoline program dramatically underscored the following advantages of a fuel additive strategy to effectively implement a regional pollution abatement program.

- Virtual immediate implementation and air quality impact.
- Minimal capital investment (injection system) for refiners.
- Distribution can be limited to air quality management district.

2995 Wilderness Place Boulder, Colorado 80301 (303) 449-2916

- Can easily be implemented and stopped (reversible) during high pollution risk season only.

- Potentially the lowest cost ($0.02/gallon) of any strategy option discussed by the Task Force which is capable of a significant (>25%) reduction in particulate emissions (see attached data for one example).

The Colorado Health Department could use the five criteria presented on page 26 of the 1984 Transportation Research Board publication on Diesel Fuel Quality and Fuel Additives to select only those additives which have proven safety and efficacy. I hope this suggestion is suitable for consideration by the Task Force Agenda Committee.

Regards,

Jack Kracklauer

Jack Kracklauer
Vice President

Enclosure: Comparison of 3 Diesel Fuels.

JK/ec

Catane case history

Proven Performance for Improved Efficiency and Profits

ECONALYTIC Systems, Incorporated

A COMPARISON OF CATANE TECHNOLOGY PREMIUM DIESEL TO STANDARD AND RTD SPECIFICATION PREMIUM DIESEL

COMPOSITION:	STANDARD NO. 2 DIESEL	RTD LSLA PREMIUM DIESEL	CATANE DIESEL
% Sulfur	0.3	<0.12	0.3
% Aromatics	30%	<20%	30%
PERFORMANCE:			
Opacity	3.8% [1]	2.2% [1]	1.9 - 0.9 [2]
% Reduction Particulate	--	-42% [1]	-52% [2]
Mass Emission	Standard	-16 [3] to -40 [4]	-40 [2]
Engine Efficiency	Standard	-12% [1]	+10% [2]
Engine Life	Standard	No Change	+40% [5]

[1] From Blue Ribbon Task Force testimony on 1/19/88 by C. Colby, RTD

[2] From two 530 hour Southwest Research Institute 2 cycle diesel dynamometer tests.

[3] From B.J. Kraus, Exxon testimony on 1/19/88

[4] From Tony Massaro testimony on 1/19/88

[5] From Jack Kracklauer submission to Blue Ribbon Task Force (M. LaMotte) on 11/9/88.

STRATEGIC ADVANTAGES OF CATANE TECHNOLOGY DIESEL FUEL

1. Can be tested immediately with RTD and city fleets.
2. Can be implemented in Denver metro area within 60 days.
3. Distribution can be limited exclusively to major bulk diesel fuel users in Denver metro area.
4. Retail price impact no more than $0.02/gallon.
5. No significant capital expenditure required for refiners.
6. For the regulators, this strategy focuses directly on the Denver metropolitan areas diesel related non-compliance pollutant -inhalable particulate- in a cost-effective manner virtually identical to the existing Denver area carbon monoxide strategy of oxygenated gasoline.

Catane

Proven Performance for Improved Efficiency and Profits

case history

ECONALYTIC Systems, Incorporated

CATANE DIESEL MASS EMISSIONS EFFECTS SUMMARY AND PROPOSAL FOR REGULATORY INITIATIVE

I. Light Duty - Immediate Response

Engine: Volkswagen 1.6 liter turbo charged diesel
Test: Steady state engine dynamometer emissions in mg/m^3

% Improvement in Particulate Emissions

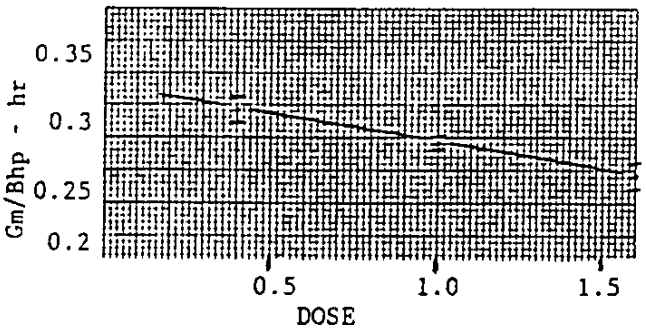
Mean Eff. Pres. (Bar)	Engine RPM: 1000	2000	3000
0.5	54 :	35%	- 2* %
2.0	28 :	17%	23%
4.0	28%	35%	28%

* - No change in emission caused by over fueling at high RPM w/o Boost.

Conclusion: Average of 8 "normal" test conditions = 31% reduction

II. Heavy Duty - Immediate Response

Engine: Deutz 13.4 l V8 Bus Engine
Test: EPA Transient Cycle - Engine Dynamometer



Catane Catalyst Dose:
1 = 1 to 1200 Gallons

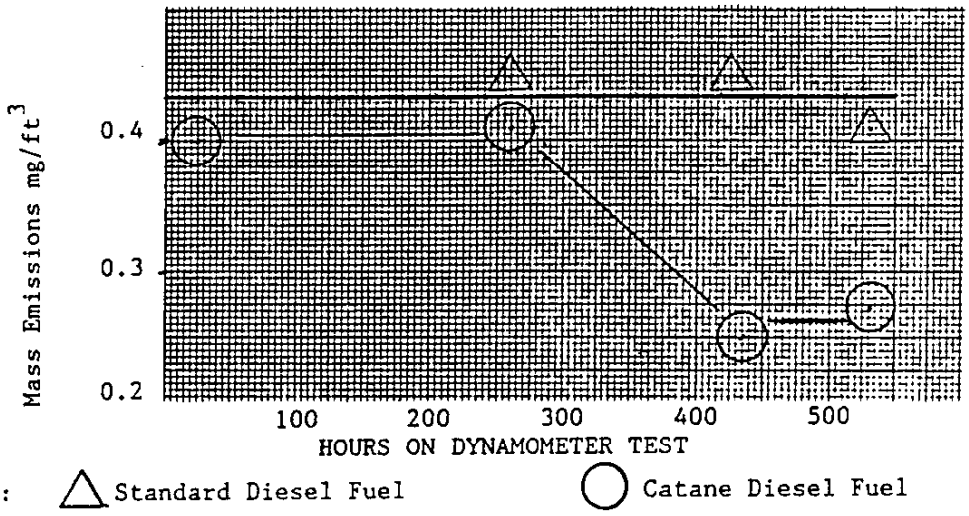
Conclusion: Catane causes an immediate 15% reduction in particulates as measured by EPA transient cycle tests

III. Heavy Duty

Engine: Detroit Diesel 6V71 - Split intake & exhaust manifold
Test: SWRI Engine Dynamometer - Truck Cycle for 531 Hours

Particulates trapped on Anderson Aerosol Sampler with nominal effectiveness of .01μ particulate diameter at unit density

a)



NOTE: Iron analysis of trapped particulate showed only at 10% increase for Catane treated side which did not change after the rapid drop in emissions detected at 435 hours.

b)

EXHAUST PARTICULATE ANALYSIS

Interval, Hours	Fuel	Atomic Absorption: Particulate mg. /ft.^{3} gas	Atomic Absorption: Iron Content % by wt.	X-Ray Diffraction: Compound Identified	X-Ray Diffraction: Approximate Amount Present
25	Treated	0.400	3.0	FeOOH-α	100%
266	Untreated	0.450	2.7	FeOOH-α	100%
266	Treated	0.410	3.0	Fe_3O_4	75%
				Fe_2O_3-γ	25%
435	Untreated	0.450	2.9	$FeSO_4 \cdot 4\,H_2O$	100%
435	Treated	0.250	3.3	$FeSO_4 \cdot 4\,H_2O$	66%
				$Fe^{+2}Fe^{+3}(SO_4)_4 \cdot 14\,H_2O$	33%
531	Untreated	0.410	2.9	$Fe_2O_3 \cdot 4\,H_2O$	1%
				$FeSO_4 \cdot 4\,H_2O$	99%
531	Treated	0.273	3.2	$FeSO_4 \cdot 4\,H_2O$	100%

Conclusions: A) Continuous use of Catane diesel fuel treatment causes a significant (40%) reduction in particulate emission with only a minor (10%) increase in iron content of trapped particulate.

B) The iron compounds contributed to the particulate by the Catane fuel treatment are the same as already present with untreated fuels and innocuous.

RECOMMENDATION

Conclusion: The ability of Catane premium diesel fuel to provide significantly lower diesel particulate emissions has been extensively documented. The fact that consumption of 400 gallons of Catane premium diesel is required for its optimum 40% particulate (50% opacity) reduction has been verified in independently conducted diesel engine dynamometer tests at Southwest Research Institute as well as field studies. The long term use of Catane premium diesel fuel produces additional benefits of a significant increase in engine operating efficiency (increased fuel economy) and reduced maintenance requirements (significantly increased engine life) which have been proven by statistical analysis of two major fleets' operating records encompassing four years of field use and 300,000,000 miles of highway experience.

Proposal: The attached heavy duty diesel test protocol using six vehicles conducted by Southwest Research Institute is proposed as a definitive and practical demonstration of the magnitude of particulate emission reduction attainable with any new diesel fuel compositions. After successful completion, these results could form the basis for a regulatory initiative (field demonstration of a control strategy) for a metropolitan region with ambient particulate concentrations exceeding the national standard. The objective of this regulatory initiative would be to require implementation for field demonstration of any diesel fuel modifications which have been proven to reduce diesel particulate emissions by at least 25% by the transient cycle test protocol and have adequate field test data to ensure safety and acceptability to the engine manufacturers.

Catane case history

Proven Performance for Improved Efficiency and Profits

ECONALYTIC Systems, Incorporated

Proposed Protocol for Documentation of Diesel

Emissions Comparing No. 2 Diesel to Catane Premium Diesel

Equipment: Current operating bus fleet with both 71 Series and 92 Series Detroit Diesel engines. A total of six (6) buses to be used for emissions testing.

Emissions Measurements: Southwest Research Institute to conduct duplicate EPA Transient Cycle Tests on each piece of equipment before and after completion of test operation.

Test Operation: All six vehicles to be operated for 30 days of normal fleet duty between the first and second emissions measurements. The six units to be divided into three matched pairs as follows:

Pair	Type	Miles on Engine	
A	71	10,000	Tires, transmission, air conditioners
B	71	100,000	and accessories to be identical for
C	92	10,000	both units of each matched pair.

During the 30 day normal fleet service, one unit from each matched pair will operate on normal No. 2 diesel. The second unit from each matched pair will operate exclusively on Catane Premium No. 2 Diesel.

Data Analysis: Thorough statistical analysis of all data will be conducted to estimate the magnitude, direction and statistical significance of the following items:

Test replicate to test replicate variability

Bus to bus variability

Engine type effect on emissions (contrast A & C pairs)

Miles on engine effect on emissions (contrast A & B pairs)

30 days operation on 2D effect on emissions

30 days operation on Catane 2D effect on emissions

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, *Governor*

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-6020

June 13, 1988

Dear Sir/Madam:

Consultation Meeting to Discuss Modification of Motor Vehicle Diesel Fuel Properties

Enclosed is a summary of the draft results of the study by Arthur D. Little, Inc. The study contains an evaluation of the cost of reducing the aromatic hydrocarbon content and sulfur content of diesel fuels. These cost results will be discussed at the June 27, 1988, Air Resources Board staff consultation meeting. The notice of that meeting was sent to you on June 3, 1988.

If you have any questions regarding the meeting or the enclosed information, please contact Bill Lovelace, Manager of the Fuels Section of the Criteria Pollutants Branch, at (916) 322-6019.

Sincerely,

Dean C. Simeroth, Chief
Criteria Pollutants Branch

Enclosure

CALIFORNIA
TRUCKING
ASSOCIATION

West Sacramento
April 21, 1988

RECEIVED
APR 22 1988
ENVIRONMENTAL AFFAIRS

Ms. Jan Sharpless
Chairwoman
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

RECEIVED
APR 26 1988
Stationary Source
Division
Air Resources Board

Dear Jan:

Thanks for taking time to meet with us last week. We felt our meeting was helpful in understanding the ARB's direction on alternative fuels and other related issues.

Although it may be true that methanol engines will soon be marketable for passenger cars, we cannot stress strongly enough how unrealistic and impractical such technology still remains for heavy truck application. Thus we were heartened to hear both you and Mr. Cackette say that diesel engine manufacturers should have no problem meeting the 1994 emission standards with a diesel engine. That viewpoint will be helpful to many of our manufacturer and motor carrier members as they make fleet equipment decisions ... helpful, that is, to all except those who are based or operate substantially in the South Coast Air Quality Management District (SCAQMD).

Either the SCAQMD is not aware of or does not share your viewpoint, as they continue to state publicly and privately that they will come forth with a regulation by September 1988 mandating methanol for fleet use beginning with equipment purchased in 1993. If the ARB believes diesel engines will meet the '94 standards, why the emphatic insistence by SCAQMD that methanol replace diesel in trucks and other fleets? This is a question of vital importance to commerce and one which perhaps deserves further discussion between the ARB and SCAQMD.

And while we agree with you that we don't yet have a specific proposal to critique, Dr. Lents and his staff, and several members of the governing board, have told us repeatedly that they intend to phase out diesel use altogether in the District.

Enclosed is a copy of the law and appropriate sections highlighted which relate to duties and powers of the SCAQMD Executive Officer.

On the issue of diesel additives, we understand the technical problems associated with testing them in heavy trucks. Nevertheless, we are impressed with the results of informal testing of Truckers Choice done by a number of

EL MONTE, CALIFORNIA 91731
3650 ROCKWELL AVENUE
(818) 442-8120

GENERAL OFFICE
WEST SACRAMENTO, CALIFORNIA 95691
1251 BEACON BOULEVARD
(916) 329-3500

HAYWARD, CALIFORNIA 94545
24301 SOUTHLAND DRIVE, SUITE 602
(415) 783-3870

our member companies and we would hope the ARB could expedite the test discussed at the recent meeting in El Monte. We think it's important that we explore viable interim measures to reduce engine emissions.

It occurred to me after we left your office that I would like our Board of Directors to hear your views firsthand. [redacted] when we might arrange to have you speak at a future board meeting.

Again, we appreciate the opportunity to hear your views and share some of our industry's concerns with you.

Sincerely,

Thomas C. Schumacher, Jr.
Executive Vice President

TCS/stg

Enclosure

South Coast
AIR QUALITY MANAGEMENT DISTRICT
9150 FLAIR DRIVE, EL MONTE, CA 91731 (818) 572-6200

APR 23 1987

April 3, 1987

Mr. James Boyd
Executive Officer
California Air Resources Board
P.O. Box 2815
Sacramento, CA 95812

Dear Jim:

Thank you for your letter of February 11, 1987. As you note in your letter, the control of diesel fuel quality could significantly reduce diesel particuate emissions more quickly than any other alternative. I also share your concern that we not delay the consideration of this measure unnecessarily.

The health and welfare impacts of diesel particulate emissions are known to be significant. As the Environmental Protection Agency has noted recently in the Federal Register, between 2 and 8 percent of the urban non-smoker lung cancer risk has been associated with diesel particulate exposure. The sufficiency of data on the cost of "clean" diesel fuel needs to be assessed in that context.

The continued growth in diesel engine penetration in the vehicle fleet, along with the persistent decline in diesel fuel quality, makes diesel engine emissions an important category for control. Early implementation of diesel fuel quality control complements very well the ARB's long-term heavy-duty diesel control program which calls for stringent standards on heavy-duty trucks starting with the 1994 model year.

I recognize that additional data on "clean" diesel fuel will not be available prior to the end of the year or perhaps early next year. I understand that ARB has requested consultant proposals for a detailed assessment of the costs of refining "clean" diesel fuel. However, it is unlikely that either the Coordinating Research Council (CRC) or your contractor could fully answer all the questions raised by opponents of this measure. I would expect strong public support for expedited control efforts in this area if it is established that "clean" diesel fuel would result in a 25 to 50 percent reduction in current diesel vehicle particulate emissions at a cost of 15 cents per gallon.

Accordingly, I suggest that you consider presenting to your Board sometime this year the range of costs and benefits that could reasonably be expected from the use of "clean" diesel fuel by current diesel vehicles along with a list of regulatory options open to them. Among the options which you may want to consider would be to establish aromatic content limits on diesel fuel sold in this Basin alone. If it would be helpful, I am glad to make District staff available to assist your staff to develop the available information and options.

Thank you for the opportunity to comment on this important issue. I share your commitment to improving the quality of diesel fuel. If your staff has any questions regarding this proposed approach, please let me know.

Very truly yours,

James M. Lents, Ph.D.
Executive Officer

JEG:PW:sh

South Coast
AIR QUALITY MANAGEMENT DISTRICT
9150 FLAIR DRIVE, EL MONTE, CA 91731 (818) 572-6200

March 1, 1988

Mr. James Boyd
Executive Officer
Air Resources Board
1102 Q Street
Sacramento, CA 95812

Dear Jim:

Thank you for your letter of January 27, 1988, regarding diesel fuel quality. The District is planning to recommend diesel fuel quality specification for aromatics and possibly backend volatility by the end of 1988 or early 1989. We plan to utilize the data being generated for the ARB, the coordinating Research Council, and your contractor who is assessing the economic impact of such rules on refineries.

Based on an assessment of reports by the ARB, Energy and Resources Consultant, Inc., Chevron (SAE870556), and Toyota Motor Corp. (SAE870341), we estimate that diesel fuel with 10% or less aromatics and 90% boiling point of 500° F or less would result in a reduction of 11 tons per day of directly-emitted particulates in the South Coast Air Basin in 1990. This estimate is reinforced by Chevron's data which indicates that a reduction of 28-42% in directly-emitted particulates is possible depending on the 90% distillation temperature.

Based on data in the Chevron paper, we estimate that the four cheapest producers in this basin could produce the improved diesel fuel quality outlined above at 19¢ per gallon. This is significantly cheaper than the 28¢ per gallon Chevron estimates based on a composite of all fuel producers. We currently estimate the cost-effectiveness of such modification at $9.10-13.00 per pound, depending on the mix of producers. This cost-effectiveness compares favorably with the cost-effectiveness of rules adopted by the District and the ARB. For example, the District's Rule 1105 for fluid catalytic cracking units was estimated at $6 per pound and the ARB's .08 gm/mile diesel particulate standard was adopted based on an estimate of $10.71 per pound of particulate.

Based on the maturity of hydrogenation and hydrocracking technology, the District believes that diesel fuel quality as we recommend is technically feasible. Such fuel quality will also have the

added benefit of improving the performance of diesel particulate traps to be utilized by diesel vehicles. The additional data being generated by the CRC and your economics contractor will further enhance our confidence that diesel fuel quality specifications as we recommend are prudent.

We intend to participate with your staff in workshops they are holding to review this data as it becomes available. I believe such coordination will enhance both of our efforts to improve diesel fuel quality.

If you or your staff have any further questions on this issue, please contact me or Paul Wuebben (818-572-6424) of my staff.

Very truly yours,

James M. Lents, Ph.D.
Executive Officer

EFC:PW:nm

SANTA MONICA

1685 Main Street, Santa Monica, California 90401
(213) 458-8201

JAMES P. CONN
Mayor

RECEIVED
APR 21 1988
ENVIRONMENTAL AFFAIRS

April 15, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 "Q" Street
Sacramento, CA 95814

Dear Ms. Sharpless:

On behalf of the residents of the City of Santa Monica, I strongly urge the Air Resources Board to adopt the same level of strict pollution standards regulating diesel fuel emissions as it has for gasoline.

Air pollution in the Los Angeles Air Basin is a critical problem which needs to be addressed. The Board has the opportunity to enact a comprehensive statewide policy which would protect citizens from unnecessary pollution. Strict regulation and the use of current technology will reduce the amount of particulates and sulphur in the air.

I urge you to demonstrate your commitment to public health and environmental safety by adopting a comprehensive and strict policy to ensure that only the cleanest diesel fuel available will be burned in the State of California.

Sincerely,

JAMES P. CONN
Mayor

JPC:dvm

(sharples)

RECEIVED
APR 26 1988
Stationary Source Division
Air Resources Board

STATE OF CALIFORNIA GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

MAY 16 1988

The Honorable James P. Conn, Mayor
City of Santa Monica
1685 Main Street
Santa Monica, CA 90401

Dear Mayor Conn:

Regulation of Diesel Fuel Composition

This is in response to your April 15, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by May 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board

requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

APR - 8 1988

City of Palm Springs

Office of the Mayor
619-323-8200

Vows - reply for JS [illegible]
JS
TAC
WCR

RECEIVED
APR 7 1988
ENVIRONMENTAL AFFAIRS

April 4, 1988

Ms. Jananne Sharpless, Chairwoman
Air Resources Board
1102 Q Street
Sacramento, CA 95814

Dear Ms. Sharpless:

As the Mayor of Palm Springs, I urge the Air Resources Board to take a close look at the regulations affecting diesel fuel. Palm Springs relies on a quality environment, particularly clean air, but it is difficult to control our own air destiny when the vast majority of pollutants in the Coachella Valley begin in the greater Los Angeles area. Palm Springs has an active history of working to improve the air pollution situation "upwind", and we will continue to unite with other Coachella Valley cities in this effort.

Again I ask you to continue to develop regulations which will help all the citizens, present and future, of California to a cleaner air resource.

Sincerely,

FM Bogert

FRANK M. BOGERT
Mayor

/ml

RECEIVED
APR 8 1988
Stationary Source Division
Air Resources Board

STATE OF CALIFORNIA
GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

April 27, 1988

The Honorable Frank M. Bogert, Mayor
City of Palm Springs
Post Office Box 1786
Palm Springs, CA 92263-1786

Dear Mayor Bogert:

Regulation of Diesel Fuel Composition

This is in response to your April 4, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

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I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

MAR 25 1988

C.R. "Bob" Holmes, MAYOR
Larry Dougharty, MAYOR PRO TEM

COUNCILMEMBERS
Gil Archuletta
Jan Dennis
Connie Sieber

John Allan Lacey
CITY CLERK

Duncan Kelly
CITY TREASURER

March 18, 1988

RECEIVED
MAR 24 1988

ENVIRONMENTAL AFFAIRS

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, CA 95814

Dear Ms. Sharpless:

On behalf of the residents of the City of Manhattan Beach, I urge you to demonstrate your commitment to public health and environmental safety by issuing the most restrictive standards permitted by law and current technology to regulate emissions from diesel fuel.

I'm convinced the entire State needs strict, uniform controls on the emissions of diesel fuels as soon as possible. A comprehensive statewide policy would also help to minimize the economic consequences of each district adopting different standards that diesel fuel producers must accommodate. It is clearly the most cost-efficient and effective way to regulate diesel fuel in the State of California.

I urge you to swiftly adopt and maintain regulations that will ensure only the cleanest diesel fuel available will be burned in our State.

Very Truly Yours,

C.R. Holmes

C.R. "Bob" Holmes
Mayor

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

April 21, 1988

The Honorable C. R. "Bob" Holmes, Mayor
City of Manhattan Beach
City Hall
1400 Highland Avenue
Manhattan Beach, CA 90266

Dear Mayor Holmes:

Regulation of Diesel Fuel Composition

This is in response to your March 18, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be completed this month. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

MAR 30 1988

City of Redlands

March 25, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, CA 95814

DIESEL FUEL EMISSIONS

The City of Redlands joins many other California communities in urging the Air Resources Board to issue restrictive standards for diesel fuel emissions.

Air pollution must be attacked in as many ways as possible if we are to have a healthy environment in Southern California. One important way is to regulate diesel fuel emissions.

Sincerely,

John E. Holmes
JOHN E. HOLMES
City Manager

30 CAJON STREET, P.O. BOX 2090 • REDLANDS, CA 92373

CP

STATE OF CALIFORNIA
GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

April 21, 1988

Mr. John E. Holmes, City Manager
City of Redlands
P. O. Box 2090
Redlands, CA 92373

Dear Mr. Holmes:

Regulation of Diesel Fuel Composition

This is in response to your March 25, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be completed this month. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

CITY OF NEWPORT BEACH

OFFICE OF THE MAYOR

Mayor
John C. Cox, Jr.

March 14, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 "Q" Street
Sacramento, CA 95814

Dear Ms. Sharpless:

As Mayor of the City of Newport Beach, I urge the Air Resources Board of the State of California to set uniform rules and standards to regulate emissions from diesel fuel.

A comprehensive and strict ARB regulation policy is the most cost-efficient and effective way to regulate diesel fuel in the State of California and to remove a significant amount of particulates and sulfur from our air.

I request that regulations be adopted swiftly ensuring that only the cleanest diesel fuel available will be burned in our State.

Sincerely,

JOHN C. COX, JR.
Mayor

JC:cd

City Hall • 3300 Newport Boulevard, Newport Beach, California 92663
(714) 644-3004

CP

STATE OF CALIFORNIA
GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

April 21, 1988

The Honorable John C. Cox, Jr., Mayor
City of Newport Beach
City Hall
3300 Newport Boulevard
Newport Beach, CA 92663

Dear Mayor Cox:

Regulation of Diesel Fuel Composition

This is in response to your March 14, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be completed this month. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

MAR 22 1988

4-2-88
FKB

CITY OF HAWTHORNE

4455 West 126th Street · Hawthorne, California 90250

CITY COUNCIL

(213) 970-7900

"CITY OF GOOD NEIGHBORS"

RECEIVED
MAR 21 1988
ENVIRONMENTAL AFFAIRS

WWS - reply for
DS sig
DS
TAC
WCP

March 16, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, CA 95814

Dear Ms. Sharpless:

This letter is to advise that the City of Hawthorne would like to let it be known that we believe we should have uniform regulations for diesel emissions put into effect as soon as possible.

We would like to make sure for the general health and welfare of our community, as well as the rest of the state of California, that only the cleanest diesel fuel available will be utilized in our state.

I would appreciate your help by issuing the most restrictive standards possible . Thank you very much.

Sincerely,

Betty J. Ainsworth

Betty J. Ainsworth
Mayor

RECEIVED
MAR 23 1988

BJA:bs

STATE OF CALIFORNIA GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
O. BOX 2815
ACRAMENTO, CA 95812

(916) 322-5840

April 8, 1988

The Honorable Betty J. Ainsworth, Mayor
City of Hawthorne
4455 West 126th Street
Hawthorne, CA 90250

Dear Mayor Ainsworth:

Regulation of Diesel Fuel Composition

This is in response to your March 16, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharples
Chairwoman

Attachment

4-8-88

...NTINGTON DRIVE ... SAN MARINO (818 ...

CITY OF SAN MARINO

RECEIVED
MAR 21 1988
ENVIRONMENTAL AFFAIRS

16 March, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, California 95814

Dear Ms. Sharpless:

On behalf of the residents of the City of San Marino, may I express our concern with emissions from diesel fuel. The public health and environmental safety issues that must be addressed through uniform statewide regulations is a matter that concerns us, as I am sure it does you.

The Air Resources Board has the ability to establish regulations for diesel emissions which will avoid conflicts between regional standards that may be adopted. These regulations must be the most restrictive standards permitted by law and current technology to remove a significant amount of particulates and sulfur from our air environment.

As you are aware, Senate Bill 151 would authorize the Southern California Air Quality Management District to regulate diesel fuels beginning January, 1989. Should the Air Resources Board fail to act with adequate measures, it will be incumbent upon us to have the SCAQMD implement strict standards to protect the public health in Southern California.

A comprehensive and strict ARB regulation policy is the most effective means of addressing out air quality. I urge you to have the Board address this matter in a most timely manner.

Respectfully your,

Rosemary B. Simmons

ROSEMARY B. SIMMONS
Mayor

RECEIVED
MAR 23 1988

CP

STATE OF CALIFORNIA
GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P. O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

April 8, 1988

The Honorable Rosemary B. Simmons, Mayor
City of San Marino
2200 Huntington Drive
City Hall
San Marino, CA 91108-2022

Dear Mayor Simmons:

Regulation of Diesel Fuel Composition

This is in response to your March 16, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel

emission control strategies. As you may know, the Board requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

City of Duarte

City of Duarte

Sixteen Hundred Huntington Drive, Duarte, California 91010 - (818) 357-7931

MAR 24 1988

64/88
ALB
4-12-88

RECEIVED
MAR 23 1988
ENVIRONMENTAL AFFAIRS

March 14, 1988

Ms. Jananne Sharpless, Chairperson
State of California
Air Resources Board
1102 Q Street
Sacramento, California 95814

Re: Diesel Fuel Regulation

Dear Ms. Sharpless:

The Duarte City Council, at its regular meeting of March 8, 1988, unanimously supported the State of California's strict enforcement of diesel fuel regulation, and urges the adoption of the most restrictive statewide regulations permissible by law and current technology.

A comprehensive and strict Air Resources Board policy is the most effective way to ensure that citizens and the environment are protected from unnecessary pollution, and guarantee that only the cleanest diesel fuel is burned in our sensitive basin.

Again, we urge your swift adoption of diesel regulations that will protect public health and improve the quality of our environment.

Sincerely,

Jesse H. Duff

Jesse H. Duff
City Manager

JHD:mka

STATE OF CALIFORNIA — GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

April 8, 1988

Mr. Jesse H. Duff, City Manager
City of Duarte
Sixteen Hundred Huntington Drive
Duarte, CA 91010-2534

Dear Mr. Duff:

Regulation of Diesel Fuel Composition

This is in response to your March 14, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board

requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

MAR 14 1988

City of Lake Elsinore
CITY HALL
130 SOUTH MAIN STREET
LAKE ELSINORE, CALIFORNIA 92330
Telephone (714) 674-3125

WWD

RECEIVED
MAR 11 1988
ENVIRONMENTAL AFFAIRS

March 9, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, CA 95814

Dear Ms. Sharpless:

The City Council of the City of Lake Elsinore would like to suggest that you focus on the public health and environmental safety for the citizens of the State of California, and institute strong standards for regulation of emissions from diesel fuel.

As I am sure you are aware, the Air Resources Board of the State of California plans on increasing the regulation of diesel fuel in October of this year; and as a back up measure Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989. However, the Southern California area already has extensive air pollution problems which we should attempt to mitigate as soon as possible.

For this reason, we would like to concur with the City of Los Angeles in strongly urging consideration of implementing strict statewide policies to protect our communities from additional air contamination.

Sincerely,

Leon J. Strigotte

LEON J. STRIGOTTE, MAYOR
CITY OF LAKE ELSINORE

MAR 1 1988

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 31, 1988

The Honorable Leon J. Strigotte, Mayor
City of Lake Elsinore
City Hall
130 S. Main Street
Lake Elsinore, CA 92330

Dear Mayor Strigotte:

Regulation of Diesel Fuel Composition

This is in response to your March 9, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

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requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

WWS - reply for DS Reg
DS
TC
WCL

MAR 14 1988

City of Palm Desert
73-510 FRED WARING DRIVE, PALM DESERT, CALIFORNIA 92260

OFFICE OF THE MAYOR

TELEPHONE (619) 346-0611

RECEIVED
MAR 11 1988
ENVIRONMENTAL AFFAIRS

March 8, 1988

Ms. Jananne Sharpless, Chairwoman
Air Resources Board
1102 Q Street
Sacramento, California 95814

Dear Chairwoman Sharpless:

I am writing on behalf of the City of Palm Desert to urge your support of the most restrictive standards permitted by law and current technology to regulate emissions from diesel fuel. While our valley is young, we are already feeling the effects of the smog emissions from the Riverside area.

A comprehensive and strict regulation policy from the ARB is clearly the most cost-efficient and effective way to regulate diesel fuel in the State and to remove a significant amount of particulates and sulfur from our air environment. We urge you to swiftly adopt and maintain regulations that will ensure only the cleanest diesel fuel available will be burned in our State.

We as legislators must begin to act now to protect our air quality for the future. Your commitment to this end is imperative to this future.

Sincerely,

Jean M Benson

JEAN M. BENSON
MAYOR

MAR 1 1988

CP

STATE OF CALIFORNIA
GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 31, 1988

The Honorable Jean M. Benson, Mayor
City of Palm Desert
73-510 Fred Waring Drive
Palm Desert, CA 92260

Dear Mayor Benson:

Regulation of Diesel Fuel Composition

This is in response to your March 8, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

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I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

MAR 14 1988

LARRY AGRAN, Mayor

City of Irvine, 17200 Jamboree Road, P.O. Box 19575, Irvine, California 92713 (714) 550-3600

RECEIVED
APR 14 1988
ENVIRONMENTAL AFFAIRS

March 9, 1988

WWS - reply for
JS
JS
TC
WCL

Ms. Jananne Sharpless, Chairwoman
AIR RESOURCES BOARD
1102 Q Street
Sacramento, CA 95814

Dear Ms. Sharpless:

As Mayor of the City of Irvine, I am very concerned about the quality of the air in the metropolitan southern California area, in which our City is located. A significant contributing factor to air pollution here is the lack of effective standards regulating the composition of diesel fuel burned by cars and trucks in the basin.

Legislation enacted this year would authorize the Southern California Air Quality Management District (SCAQMD) to adopt its own diesel fuel regulations after January 1, 1989. While it is important that SCAQMD be able to impose its own regulations, the regulations will be largely ineffective without equally stringent standards enforced statewide by the Air Resources Board (ARB).

If SCAQMD were to adopt its own, more stringent regulations, diesel fuel dealers would be able to import less clean-burning fuel from outside the district. This would impose an unfair economic disadvantage on local manufacturers, who would have to raise their wholesale prices to pay for new equipment. In addition, California is a mobile society, and cars and trucks would frequently pass through the basin burning dirtier fuel made elsewhere.

I urge that you and the members of the ARB act quickly to adopt and enforce statewide standards that are the most stringent possible. This is the only way to ensure that the standards are effective. Statewide standards will impact equally all manufacturers, minimizing the economic impact of installing new technology, as well as providing all motorists with only the cleanest burning diesel fuel possible.

Sincerely,

Larry Agran

LARRY AGRAN
Mayor

LA:j

CP

STATE OF CALIFORNIA — GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 31, 1988

The Honorable Larry Agran, Mayor
City of Irvine
17200 Jamboree Road
P.O. Box 19575
Irvine, CA 92713

Dear Mayor Agran:

Regulation of Diesel Fuel Composition

This is in response to your March 9, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1987 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberations on diesel fuel emission control strategies. As you may know, the Board

requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

MAR 14 1988

NATION-WIDE AWARD WINNER

CITY OF SANTA FE SPRINGS

CITY HALL, 11710 TELEGRAPH ROAD 90670-3658 - PO BOX 2120 - (213) 868-0511

March 4, 1988

RECEIVED
APR 14 1988
ENVIRONMENTAL AFFAIRS

Ms. Jananne Sharpless, Chairwoman
Air Resources Board
1102 Q Street
Sacramento, CA 95814

Dear Ms. Sharpless:

I am writing to you to express our concern regarding the regulation of diesel fuel in the State of California. In order to ensure clean breathing air, measures must be adopted to protect ourselves and our environment from pollution.

The Los Angeles basin, I am sure you are aware, is sensitive and by setting strict standards, we can be sure that clean diesel fuel is burned in Southern California. With the most restrictive regulations permissible, we can stop the unnecessary pollution in our state.

The importance of clean, fresh air to breathe, not only now, but also for the future, cannot be understated. I urge your commitment to the safety of Southern Californians by adopting the most restrictive measures possible.

Sincerely,

Lorenzo Sandoval
Mayor

LS/so

cc: Frederick W. Latham, Assistant City Manager
Karen Morales, Administrative Intern

MAR 1 1988

CP

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 31, 1988

The Honorable Lorenzo Sandoval, Mayor
City of Santa Fe Springs
City Hall
11710 Telegraph Road
Santa Fe Springs, CA 90670-3658

Dear Mayor Sandoval:

Regulation of Diesel Fuel Composition

This is in response to your March 4, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board

requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jeanne Sharpless
Chairwoman

Attachment

P.O. Box 682
21201 LA PUENTE ROAD
WALNUT, CALIFORNIA 91788-0682
Telephone (714) 595-7543

MAR 14 1988

ARB

HARVEY K. HOLDEN
Mayor
DREXEL L. SMITH
Mayor Pro Tem
"BERT" ASHLEY
JOE H. HAHN
CHARLES D. RICHARDSON
Council Members

CITY OF WALNUT

March 2, 1988

RECEIVED
MAR 10 1988
ENVIRONMENTAL AFFAIRS

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 "Q" Street
Sacramento, California 95814

Dear Ms. Sharpless:

On behalf of the residents of the City of Walnut, I urge you to demonstrate your commitment to public health and environmental safety by issuing the most restrictive standards permitted by law and current technology to regulate emissions from diesel fuel.

I firmly believe that it is in the interest of all concerned to have uniform statewide regulations for diesel emissions in place as soon as possible. However, you are well aware that Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989. I also believe it is unequitable for some agencies, such as the SCRTD, to be exempt.

A comprehensive and strict ARB regulation policy is clearly the most cost-efficient and effective way to regulate diesel fuel in the State of California and to remove a significant amount of particulates and sulfer from our air environment. I urge you to swiftly adopt and maintain regulations that will ensure only the cleanest diesel fuel available will be burned in our State.

Very Truly Yours,

Harvey K. Holden

Harvey K. Holden,
Mayor

HKH: chj

MAR 15 1988

MAR - 1 1988

3/7/88 (610) P.

CITY OF CULVER CITY
9770 CULVER BOULEVARD • P.O. BOX 507
CULVER CITY, CALIFORNIA 90232-0507
CITY HALL (213) 202-5753

RICHARD "DICK" BRUNDO
MAYOR

PAUL A. JACOBS
VICE MAYOR

COUNCIL MEMBERS
RICHARD M. ALEXANDER
PAUL A. NETZEL
JOZELLE SMITH

MAR 2

February 23, 1988

RECEIVED
FEB 26 1988
ENVIRONMENTAL AFFAIRS

DWS - reply for JE sig
JE
TC

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, California 95814

Dear Ms. Sharpless:

On behalf of the 40,000 residents of the City of Culver City, the City Council and I urge you to demonstrate your commitment to public health and environmental safety by issuing the most restrictive standards permitted by law and current technology to regulate emissions from diesel fuel.

We firmly believe that it is in the interest of all concerned to have uniform statewide regulations for diesel emissions in place as soon as possible. However, you are well aware that Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989. In the event that the ARB fails to institute satisfactory regulations in October of 1988, we will do everything in our power to assist the SCAQMD in implementing strict diesel fuel emission standards for Southern California.

However, a comprehensive and strict ARB regulation policy is clearly the most cost-efficient and effective way to regulate diesel fuel in the State of California and to remove a significant amount of particulates and sulfer from our air environment. We urge you to swiftly adopt and maintain regulations that will ensure only the cleanest diesel fuel available will be burned in our State.

Very truly yours,

Richard "Dick" Brundo

Richard "Dick" Brundo
Mayor

RDB:gmh

cc: Mayor Tom Bradley, City of Los Angeles
League of California Cities (L.A. Division)

MAR - 1 1988

3/7/88

CITY OF CULVER CITY
9770 CULVER BOULEVARD • P.O. BOX 507
CULVER CITY, CALIFORNIA 90232-0507
CITY HALL (213) 202-5753

RICHARD "DICK" BRUNDO
MAYOR

PAUL A. JACOBS
VICE MAYOR

COUNCIL MEMBERS
RICHARD M. ALEXANDER
PAUL A. NETZEL
JOZELLE SMITH

MAR 2

February 23, 1988

RECEIVED
FEB 26 1988
ENVIRONMENTAL AFFAIRS

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, California 95814

Dear Ms. Sharpless:

On behalf of the 40,000 residents of the City of Culver City, the City Council and I urge you to demonstrate your commitment to public health and environmental safety by issuing the most restrictive standards permitted by law and current technology to regulate emissions from diesel fuel.

We firmly believe that it is in the interest of all concerned to have uniform statewide regulations for diesel emissions in place as soon as possible. However, you are well aware that Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989. In the event that the ARB fails to institute satisfactory regulations in October of 1988, we will do everything in our power to assist the SCAQMD in implementing strict diesel fuel emission standards for Southern California.

However, a comprehensive and strict ARB regulation policy is clearly the most cost-efficient and effective way to regulate diesel fuel in the State of California and to remove a significant amount of particulates and sulfer from our air environment. We urge you to swiftly adopt and maintain regulations that will ensure only the cleanest diesel fuel available will be burned in our State.

Very truly yours,

Richard "Dick" Brundo

Richard "Dick" Brundo
Mayor

RDB:gmh

cc: Mayor Tom Bradley, City of Los Angeles
League of California Cities (L.A. Division)

CP

STATE OF CALIFORNIA
AIR RESOURCES BOARD
1102 Q STREET
BOX 2815
SACRAMENTO, CA 95812
(916) 322-5840

GEORGE DEUKMEJIAN, Governor

March 3[illegible], 1988

The Honorable Harvey K. Holden, Mayor
City of Walnut
P.O. Box 682
21201 La Puente Road
Walnut, CA 91788-0682

Dear Mayor Holden:

Regulation of Diesel Fuel Composition

This is in response to your March 2, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1987 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's decision on diesel fuel emission control strategies. As you may know, the Board

requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, *Governor*

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 21, 1988

The Honorable Richard "Dick" Brundo, Mayor
City of Culver City
9770 Culver Boulevard
Culver City, CA 90232-0507

Dear Mayor Brundo:

Regulation of Diesel Fuel Composition

This is in response to your February 23, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

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I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

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Sincerely,

Jananne Sharpless

Jananne Sharpless
Chairwoman

Attachment

MAR - 1 1988

3/7/88 609

City of La Quinta

78-105 CALLE ESTADO · LA QUINTA, CALIFORNIA 92253 · (619) 564-2246

WILLIAM R. HOYLE
MAYOR

RECEIVED
MAR 2 1988
Stationary Source Division
Air Resources Board

RECEIVED
FEB 25 1988
ENVIRONMENTAL AFFAIRS

February 23, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, California 95814

Dear Ms. Sharpless:

On behalf of the residents of the City of La Quinta, I urge you to demonstrate your commitment to public health and environmental safety by issuing the most restrictive standards permitted by law and current technology to regulate emissions from diesel fuel.

I firmly believe that it is in the interest of all to have uniform statewide regulations for diesel emission in place as soon as possible. However, you are well aware that Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989. In the event that the ARB fails to institute satisfactory regulations in October of 1988, I assure you, I will do everything in my power to assist the SCAQMD in implementing strict diesel fuel emission standards for Southern California.

However, a comprehensive and strict ARB regulation policy is clearly the most cost-efficient and effective way to regulate diesel fuel in the State of California and to remove a significant amount of particulates and sulfer from our air environment. I urge you to swiftly adopt and maintain regulations that will ensure only the cleanest diesel fuel available will be burned in our State.

Sincerely,

William R. Hoyle

WILLIAM R. HOYLE, Mayor
City of La Quinta, California

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, *Governor*

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 21, 1988

The Honorable William R. Hoyle, Mayor
City of La Quinta
78-105 Calle Estado
La Quinta, CA 92253

Dear Mayor Hoyle:

Regulation of Diesel Fuel Composition

This is in response to your February 23, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

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I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

MAR - 2 1988 44/88 ARB Due 3/18/88 3/8/88 611 PV

City of Pico Rivera

6615 PASSONS BOULEVARD · PICO RIVERA, CALIFORNIA 90660
P.O. Box 1016 (213) 942-2000 • (213) 723-3191

February 25, 1988

MAR - 1 1988
ENVIRONMENTAL AFFAIRS

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, California 95814

Dear Ms. Sharpless:

On behalf of the Pico Rivera City Council and the nearly 60,000 residents of our City, I urge you and the members of the Air Resources Board to regulate emissions from diesel fuel by adopting as restrictive standards allowed to you under existing law.

Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989 and should ARB fail to institute strict regulatory regulations in October of 1988, I will join the effort to assist the SCAQMD in implementing strict diesel fuel emission standards for Southern California.

But the problem is statewide and only through the efforts of your agency will we make any substantial progress toward a cleaner environment in our great state. Your prompt action to ensure the burning of clean diesel fuel will be extremely significant in convincing the people of our state of your commitment to a safer and cleaner environment for us all.

Sincerely,

Garth G. Gardner
Mayor

GGG:mij

RECEIVED
MAR 2 1988

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1112 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 21, 1988

The Honorable Garth G. Gardner, Mayor
City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, CA 90660

Dear Mayor Gardner:

Regulation of Diesel Fuel Composition

This is in response to your February 25, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

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I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless

Jananne Sharpless
Chairwoman

Attachment

MAR - 2 1988 ARB 43/88
Due 3/21/88

THE CITY OF CATHEDRAL CITY, CALIFORNIA
A CITY IN PERFECT BALANCE
INCORPORATED 1981

68-625 PEREZ ROAD • CATHEDRAL CITY • CALIFORNIA 92234
GENERAL ADMINISTRATION 619 324-8388
COMMUNITY DEVELOPMENT 619/321-1531

MAR 3 1988

3/7/88
(612)
PV

February 25, 1988

RECEIVED
MAR - 2 1988
ENVIRONMENTAL AFFAIRS

Ms. Jananne Sharpless
Chairwoman, Air Reserves Board
1102 "Q" Street
Sacramento, California 95814

Dear Ms. Sharpless

Cathedral City is one of the fastest growing cities in Coachella Valley and Southern California. On behalf of our approximately twenty-five thousand residents in Cathedral City, I urge you to stress and emphasize your commitment to public health and environmental safety by issuing the most restrictive standards permitted by law and current technology, to regulate emissions from diesel fuel. I believe we should have uniform statewide regulations for diesel emissions in place, as soon as possible.

I feel that a comprehensive and strict ARB Regulation Policy is the most cost-effective way to regulate diesel fuel emissions in the state of California, and to remove a significant amount of particles and sulfer from our air environment.

I urge you to swiftly adopt and maintain these strict regulations in order to ensure only the cleanest diesel fuel available will be used in our state.

Sincerely,

Gil Paquette

Gil Paquette
Mayor

gp:tsd

STATE OF CALIFORNIA GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 21, 1988

The Honorable Gil Paquette, Mayor
The City of Cathedral City
68-625 Perez Road
Cathedral City, CA 92234

Dear Mayor Paquette:

Regulation of Diesel Fuel Composition

This is in response to your February 25, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

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I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jeanne Sharpless

Jeanne Sharpless
Chairwoman

Attachment

MAR - 7 1988

City of AGOURA HILLS

30101 AGOURA ROAD, SUITE 102 AGOURA HILLS CALIFORNIA 91301

RECEIVED
FEB 29 1988
ENVIRONMENTAL AFFAIRS

MAR 2 1988

February 24, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, California 95814

Dear Ms. Sharpless:

The City of Agoura Hills supports the regulation of diesel vehicle emissions. A clean air environment is a goal in which all Southern California cities have a stake.

Toward this goal , it is necessary that all vehicles in the Los Angeles basin comply with reasonable smog control regulations. We encourage the Air Resources Board to adopt stringent standards necessary to reduce the amount of airborne particulates and sulfur.

Your on going support and commitment to the goal on the clean air environment is most appreciated. If I can provide any additional information or be of any assistance, please do not hesitate to contact me directly at area code (818) 889-9114.

Sincerely,

Fran Pavley

Fran Pavley
Councilmember

FP:dvh

MAYOR JACK W. KOENIG • MAYOR PRO TEM DARLENE McBANE • COUNCILMEMBERS VICKY LEARY • FRAN PAVLEY • LOUISE RISHOFF

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 21, 1988

Fran Pavley, Councilmember
City of Agoura Hills
30101 Agoura Road, Suite 102
Agoura Hills, CA 91301-2003

Dear Councilmember Pavley:

Regulation of Diesel Fuel Composition

This is in response to your February 24, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

CITY OF SOUTH EL MONTE

1415 N. SANTA ANITA AVENUE
SOUTH EL MONTE, CALIFORNIA 91733
(818) 579-6540 • (213) 686-0460

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ENVIRONMENTAL AFFAIRS

March 1, 1988

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, CA 95814

Dear Ms. Sharpless:

On behalf of the City of South El Monte and all of the residents of the San Gabriel Valley, I urge you to demonstrate your commitment to public health and environmental safety by issuing the most restrictive standards permitted by law and current technology to regulate emissions from diesel fuel.

It is my firm belief that it is in the best interest of all concerned to have uniform statewide regulations for diesel emissions in place as soon as possible. As you are well aware, Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989. In the event that the ARB fails to institute satisfactory regulations in October 1988, I assure you, I will do everything in my power to assist the SCAQMD in implementing strict diesel fuel emission standards for Southern California.

However, a comprehensive and strict ARB regulation policy is clearly the most cost-effective way to regulate diesel fuel in the State of California and to remove a significant amount of particulates and sulfer from our air environment. I urge you to swiftly adopt and maintain regulations that will ensure only the cleanest diesel fuel available will be burned in our State.

Sincerely,

Albert G. Perez
Mayor

MAR 1 0 1988

AGP:bm

Mayor Albert (Al) Perez • Vice-Mayor Stan Quintana • Councilman Ignacio (Slim) Gracia • Councilman Jim Kelly • Councilman Art Olmos

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 21, 1988

The Honorable Albert G. Perez, Mayor
City of South El Monte
1415 N. Santa Anita Avenue
South El Monte, CA 91733

Dear Mayor Perez:

Regulation of Diesel Fuel Composition

This is in response to your March 1, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

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I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

ARB
Due 3/21

LARRY L. RHINEHART, MAYOR
ELOUISE (DOLLY) LEWMAN, MAYOR PRO TEM
COUNCIL MEMBERS:
LEONARD PAULITZ
WALTER HACKETT, JR
BILLY OLDFIELD

city of montclair

MAR 3 1988

February 25, 1988

MAR - 2 1988

ENVIRONMENTAL AFFAIRS

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, CA 95814

Dear Ms. Sharpless:

I am very pleased that the Air Resources Board is planning to increase its regulation of diesel fuel. Hopefully, the most restrictive regulations permitable by law and current technology will be adopted in an expeditious manner.

A comprehensive statewide policy set by the Air Resources Board would preclude the need for each district to adopt its own policy. I urge you to develop and implement a strong policy as soon as possible, so our citizens and environment may be protected from unnecessary pollution.

Sincerely,

Larry L. Rhinehart
Mayor

LLR:mc

cc: Mayor Tom Bradley

civic center / 5111 benito street / montclair, california 91763-0803 / (714) 626-8571

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 21, 1988

The Honorable Larry L. Rhinehart, Mayor
City of Montclair
Civic Center
5111 Benito Street
Montclair, CA 91763-0803

Dear Mayor Rhinehart:

Regulation of Diesel Fuel Composition

This is in response to your February 25, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board

requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

Doc. 3/23

CITY of NORCO

CITY HALL 3954 OLD HAMNER • TELEPHONE (714) 735-3900 • P.O. BOX 428, NORCO, CA 91760

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ENVIRONMENTAL AFFAIRS

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 "Q" Street
Sacramento, CA 95814

Dear Ms. Sharpless:

On behalf of the residents of the City of Norco, I urge you to protect our citizens and environment from unnecessary pollution by adopting the most restrictive regulations permissible by law, to regulate emissions from diesel fuel.

Although Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989, we feel a comprehensive and strict ARB regulation policy is clearly the most effective way to regulate diesel fuel in the State of California.

Again, I urge you to quickly adopt and maintain regulations that will ensure only the clearest diesel fuel will be burned in our State.

Sincerely,

JOHN W. CASPER,
Mayor,
City of Norco

JWC/SS:pke

CITY COUNCIL

JOHN W. CASPER, Mayor — RICHARD L. MacGREGOR, Mayor Pro Tem — STEVE M. NATHAN, Councilman — JOHN M. COBBE, Councilman — RON WILDFONG, Councilman

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 322-5840

March 21, 1988

The Honorable John W. Casper, Mayor
City of Norco
City Hall, 3954 Old Hamner
Norco, CA 91760

Dear Mayor Casper:

Regulation of Diesel Fuel Composition

This is in response to your March 1, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board in July 1981 adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could involve the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program was discussed at the Air Resources Board's March 1988 meeting. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

I appreciate your interest in the issue of diesel fuel regulation, and any support that you can provide to us on this matter is welcome. My staff is coordinating its efforts with the staff of the South Coast Air Quality Management District (SCAQMD), and we are seeking the SCAQMD's input in developing a comprehensive and cost-effective regulatory strategy for clean diesel fuel. The Air Resources Board staff has requested from the SCAQMD staff (letter attached) any technical information that they may have regarding the costs and effects of modifying diesel fuel as an emission control strategy.

I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless

Jananne Sharpless
Chairwoman

Attachment

City of Los Angeles

CITY HALL
LOS ANGELES, CALIFORNIA 90012
(213) 485-3311

OFFICE OF THE MAYOR

TOM BRADLEY
MAYOR

RECEIVED
FEB 10 1988
ENVIRONMENTAL AFFAIRS

February 3, 1988

LWWS - reply for
JS sig
Pls coord w/
TC
JB

Ms. Jananne Sharpless
Chairwoman, Air Resources Board
1102 Q Street
Sacramento, California 95814

Dear Ms. Sharpless:

On behalf of over three million residents of the City of Los Angeles, I urge you to demonstrate your commitment to public health and environmental safety by issuing the most restrictive standards permitted by law and current technology to regulate emissions from diesel fuel.

I firmly believe that it is in the interest of all concerned to have uniform statewide regulations for diesel emissions in place as soon as possible. However, you are well aware that Senate Bill 151 will authorize the Southern California Air Quality Management District to regulate diesel fuels beginning in 1989. In the event that the ARB fails to institute satisfactory regulations in October of 1988, I assure you, I will do everything in my power to assist the SCAQMD in implementing strict diesel fuel emission standards for Southern California.

However, a comprehensive and strict ARB regulation policy is clearly the most cost-efficient and effective way to regulate diesel fuel in the State of California and to remove a significant amount of particulates and sulfer from our air environment. I urge you to swiftly adopt and maintain regulations that will ensure only the cleanest diesel fuel available will be burned in our State.

Very Truly Yours,

Tom Bradley

TOM BRADLEY
MAYOR

TB:jt

STATE OF CALIFORNIA GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812
(916) 322-5840

March 1, 1988

The Honorable Tom Bradley, Mayor
City of Los Angeles
City Hall
Los Angeles, CA 90012

Dear Mayor Bradley:

Regulation of Diesel Fuel Composition

This is in response to your February 3, 1988, letter to me regarding the regulation of emissions from the use of diesel fuel.

As you are aware, the Air Resources Board (Board) has taken an active interest on the issue of regulating emissions from diesel vehicles. The Board has adopted regulations that limit the sulfur content of motor vehicle diesel fuel in the South Coast Air Basin to 0.05 percent by weight and has adopted stringent standards for exhaust emissions from diesel-powered motor vehicles.

Currently, the Board is researching various strategies to reduce diesel vehicle emissions by specifying diesel fuel composition. Changes in diesel fuel composition that would reduce emissions could invcive the reduction of the sulfur and/or the aromatic hydrocarbon content of diesel fuel or specifications for the volatility of diesel fuel. The status of our efforts regarding this program will be discussed at the Air Resources Board's March 1988 meeting, to be held in San Francisco. Following is a summary of our efforts to date.

First, the Board's staff has prepared a draft inventory of emissions from diesel-powered motor vehicles and held a public workshop in December 1987 to discuss the inventory with interested parties. Second, the Board is a participant in a study being conducted by Southwest Research Institute to determine the quantitative effects of diesel fuel modifications on diesel vehicle emissions. This study, which has as its major sponsor the Coordinating Research Council, is expected to be complete by August 1988. Third, we have funded a study to determine the costs to diesel fuel producers, and to consumers, of such diesel fuel modifications. This study is expected to be complete by April 1988. The information from these studies will be extremely important in the Board's deliberation on diesel fuel emission control strategies. As you may know, the Board requested that the staff present its findings on these studies with recommendations on further diesel fuel regulations at the October 1988 Board meeting.

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I want to assure you that we are proceeding quickly to develop regulations that will require clean diesel fuel to be burned in the state. If you have any questions regarding our clean diesel fuel program, please feel free to contact me.

Sincerely,

Jananne Sharpless
Chairwoman

Attachment

STATE OF CALIFORNIA
GEORGE DEUKMEJIAN, Governor

AIR RESOURCES BOARD
1102 Q STREET
P.O. BOX 2815
SACRAMENTO, CA 95812

(916) 445-4383

January 27, 1988

James Lents, Ph.D.
Executive Officer
South Coast Air Quality Management District
9150 Flair Drive
El Monte, CA 91731

Dear Dr. Lents:

Diesel Fuel Modification Program

I am writing to request any technical information you may have regarding the cost and effects of modifying diesel fuel as an emission control strategy.

As we previously discussed, my staff has been coordinating its efforts in developing a "clean diesel fuel" regulation with your staff. As part of this effort, we recently held a public workshop and discussed with interested parties, the current status of the inventory of particulate matter, oxides of nitrogen, and hydrocarbon emissions from diesel motor vehicles. Your staff's participation in this workshop was appreciated.

At the workshop, we outlined our program and the steps that we will take before preparing recommendations for our Board. There are two major subject areas that are of chief concern to us. We are concerned with the technical methods, options, and difficulties faced by various sizes and types of refiners as they alter diesel fuel composition. We are also concerned with quantifying the impact of changes in diesel fuel composition on emissions of particulate matter, oxides of nitrogen, hydrocarbon, and toxic air contaminants from diesel-powered motor vehicles. I understand that you are planning to propose to your Board this summer diesel fuel specifications for stationary diesel engines. If you have data that relate to the emission effects of diesel fuel modification, we would appreciate having that information so that we will have the most complete data base available for our evaluation.

We will also be evaluating the economic impacts of requiring various modifications to diesel fuel composition for the purposes of reducing emissions from diesel-powered motor vehicles. Any data and information you may have on costs and cost-effectiveness associated with such modifications would also be appreciated.

I believe that your input can help us in our goal of developing and proposing to the Air Resources Board the best options for improving the quality of diesel fuels sold in California.

I look forward to hearing from you on this matter.

Sincerely,

James D. Boyd
Executive Officer