

Diesel engine incentives come to the Valley

By Lorie Ham, Staff Reporter

Reedley Exponent Wednesday, July 8, 2009

With steady movement toward a greener planet, many new California regulations face truckers requiring them to reduce their emissions to help clean up the air. In an effort to help truckers deal with the new regulations, the California Air Resources Board is offering various incentive programs.

According to Jeannine Tackett, Air Quality Specialist, San Joaquin Valley (SVJ) Air Control District, the Prop 1B Program came out of the California voter approved Proposition 1B in 2006. This made available \$1 billion to reduce emissions from goods movement in California's Trade Corridors. "From this the San Joaquin Valley was awarded \$40,530,000 to replace, repower or retrofit on-road heavy duty trucks."

Prop 1B money was awarded for only Year One, continued Tackett. In the first year, 2,500 truck applied, and they estimate funding approximately 750. Applications for Year Two will open sometime late this summer.

Unfortunately, some local truck companies found the conditions of this program impossible for them to follow.

Robert Tartaglia of Reedley Trucking stated that there were a lot of strings tied to the funds. "For a company like me, our biggest issue was that for the first few years all miles had to be in California." Reedley Trucking does half of their business out of state.

"Yes, for Prop1B there is a 100% California only requirement of eight years or 500,000 miles," said Tackett.

Another problem for Tartaglia was that the program only offered \$50,000 toward a new truck, leaving a funding gap of \$50,000 to \$70,000 more for the trucker to come up with on their own, something that he said is very difficult in the current economy. He also stated that none of the local truckers he knows were able to take advantage of the program.

The Prop 1B program included incentives to help with truck retrofit and truck repower, but even these programs left truckers faced with extra expenses. "I think it sucks that I have to convert a trailer that was legal before," said Kevin Kimura of Kimura Trucking. "I know of many truckers that can't afford the retrofit."

Kimura has a small fleet of six semi trucks, five refer trailers, and two bobtails. One of his refer trailers he has decided to simply park due to the cost of the retrofit. He stated that he thinks the new laws should only apply to new equipment so in four or five years he may be able to buy one that complies. Kimura also believes this extra cost is going to raise the price of fruit. "I think the shippers in this area are going to have to pay a lot more for freight going out of California and coming in to California."

Sheri Bohigian, Air Quality Education Representative, SVJ Air Pollution Control District, has heard the complaints from truckers, and knows some continue to drive older trucks because they cannot afford the monthly payments on a new truck. However, those that have received the grants have been very excited, she said.

A new incentive program is the Voucher Incentive Program (VIP) funded through the Carl Moyer Memorial Air Quality Attainment Program. "This is a pilot program from the Air Resources Board, and the Valley Air District is the first to offer it," stated Bohigian. So far, only three of the expected 70 vouchers they will be giving out have been applied for so they are hard at work on an outreach program to let truckers know about VIP.

The VIP program targets smaller fleets of one to three trucks, reported Bohigian. The goal of both programs is to help trucking companies and owner-operators replace older trucks in order to comply with the California Air Resources Board's Truck and Bus Regulation that has compliance dates starting January 1, 2011 and ending January 1, 2023.

Bohigian believes these programs are important from a financial standpoint for the truckers and from a health standpoint for residents. "With added expense of either retrofitting the truck or replacing it, the grant programs can help remove some of the financial burden from truck owners." From a health standpoint, diesel emissions are a major source of particulate matter and react with other chemicals to generate ozone. "These can aggravate respiratory problems, trigger asthma attacks and cause heart attacks and cancer."

With the VIP Program between \$30,000 and \$35,000 is available per grant, depending on the age of the truck. Grants are on a first come, first serve basis, according to a press release from SJV Air Pollution Control District. Eligible trucks must have a 1993 or older engine and operate 75% of the time in California, but do not have to be based in the Valley. Trucks must have operated more than 30,000 miles or consumed 4700 gallons of diesel fuel per year for the past two years. They must also be operational and registered in California for the past two years.

For information on all of the Emissions Reductions Incentive Programs, go to www.valleyair.org/Grant_Programs/GrantPrograms.html

Allies Against Asthma Health Fair set for Sunday at Hanford Mall

Hanford Sentinel, Tuesday, July 14, 2009

The fourth annual Allies Against Asthma Health Fair will take place from noon to 3 p.m. Sunday at the Hanford Mall.

The event will feature free asthma screenings, asthma and allergy information and opportunities to speak one-on-one with a doctor or other health care provider. There will also be prize drawings, children's activities and music.

Funds raised at the asthma health fair will support the Kings County Asthma Coalition to offer public education programs throughout the year.

For more information on the health fair, visit www.kingsasthma.com or call 589-2035.

[Manteca Bulletin Commentary Tues., July 14, 2009:](#)

Higher density on its way

State mandates more homes per acre to clean air

By Dennis Wyatt, Managing Editor

The day will come when Manteca has no choice but to allow higher density developments – as much as four times the homes per acre than in a typical residential neighborhood.

It is the mandate put in place when state legislators adopted sweeping guidelines that essentially impose mandatory higher density development patterns on Manteca and other California cities.

The bottom line is the new state laws require greenhouse gas emissions to be rolled back to 1990 levels by 2020. Thirty-eight percent of the state's greenhouse gases come from transportation. The state plans to accomplish this goal by improvements in fuel efficiency, reduction in the carbon content of gasoline, and changing land use patterns to reduce the number of miles driven.

In 1990, cars and light trucks in California produced 108 million metric tons of carbon dioxide equivalents. By 2004, that figure increases to 134 metric tons. The California Air Resources Board is required to adopt regulations to attain those goals by January 2011 that maximizes technology and cost effective measures.

Three bills establish mandatory tie-ins between green house gas emissions and local land-use planning.

The end result means cities like Manteca must:

- change land development patterns to reduce vehicle miles driven.
- participate in regional planning that is tied into local planning although how that will work is still not clear.

- comply with regional strategies developed by Caltrans, the [San Joaquin County Air Pollution Control District](#), and the San Joaquin Council Of Governments or else risk losing all state transportation funding.
- give incentives to projects that are 20 units per acre, 50 percent residential, and is located within a half mile of a major transit stop. (A typical single-family neighborhood has five homes per acre.)
- tie in affordable housing to infrastructure planning, and green house gas reduction.
- comply with the laws or else they will have an extremely difficult time securing state financing for new roads and freeway interchanges.
- move projects forward if at least 49 percent of the units are designated as affordable that meet local zoning requirements even if the community rejects them under the so-called “anti-Not-In-My-Back-Yard” (NIMBY) defense.
- more thoroughly scrutinize developments that may boost auto traffic and may require more privately financed transportation infrastructure.

[Letter to the Merced Sun-Star, Tuesday, July 14, 2009:](#)

Letter: Thanks, Cardoza

Editor: America's family farmers and ranchers have a unique role to play in combating global climate change.

Rep. Dennis Cardoza, D-Merced, understands that and I thank him for his support of the American Clean Energy and Security Act of 2009. As President Obama said, it is a "bold and necessary step."

Farmers Union supports a national, mandatory carbon emission cap and trade system to reduce nonfarm greenhouse gas emissions. As an energy-intensive industry, we know that doing so will result in increased production costs.

However, the flexible agricultural offset program within the legislation will allow producers to mitigate some of these costs by adopting environmentally friendly practices. This will allow American producers to continue to provide consumers with the worlds most affordable and abundant food supply.

Further, those who have already been engaged in innovative efforts to sequester carbon are recognized for their efforts.

Failing to pass climate change legislation is not an option. Without congressional action, the Environmental Protection Agency is poised to act. This regulatory action would mean the positive provisions within the legislation would be lost.

Thank you, Rep. Cardoza, for standing up for farmers and ranchers and allowing them to be a part of the climate change solution.

Joaquin Contente, president California Farmers Union, Hanford