

Drivers to pay \$2 to fight pollution Citizens persuade smog panel to shift gears, OK vehicle fee.

By Mark Grossi / The Fresno Bee, also published in the Modesto Bee
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The public Thursday swayed some reluctant local air board members to levy a \$2 fee on the San Joaquin Valley's biggest polluters — vehicles.

But the \$2 annual fee that supporters call a "no-brainer" still was debated by a few San Joaquin Valley Air Pollution Control District board members who last month rejected it.

The board approved the fee on a 10-1 vote with board member Mike Maggard, a Bakersfield City Council member, dissenting. The Department of Motor Vehicles will tack on the \$2 fee in April, and the surcharge will remain in place until 2015.

The fee will raise about \$4.8 million annually to fund pollution reduction programs in the Valley, one of the nation's three worst air basins. The money will also provide local funds required for the state to kick \$10 million into a program to help replace dirty diesel engines.

"Without the continued success of these programs, you're not going to clean up the air," said Roger Isom, vice president of California Cotton Growers and Ginners Associations. "There is nothing as cost-effective as these programs." Isom was one of 14 speakers who represented interests ranging from businesses and industries to health advocates and community groups. No one from the public opposed the fee.

But not many testified at the November meeting when five board members said the public needed better notification of the fee hike and demanded more details on how it would be used. At the meeting, the board voted 5-5 with one member absent, meaning the fee was rejected.

Board members quickly decided to revisit the issue this month. Meantime, Los Angeles, San Francisco and Sacramento all approved the surcharge, which was authorized this year by Assembly Bill 923.

For the last few weeks, the public has made its feelings known to the air district and the board. "We had a Christmas party at our house," Madera County resident Tim Curley, 40, told the board Thursday. "The hot topic was air quality and this \$2 surcharge. Every single person at the party is behind it. It is a very small price to pay for cleaner air."

Air district staffers said they received one e-mail in opposition, but the rest of the correspondence supported the fee.

"To me, it is a no-brainer," said board member Susan B. Anderson, a Fresno County supervisor. That's not quite how board members Maggard, Michael G. Nelson and Jack A. Sieglock saw it.

Maggard, who is an accountant, said he turned down the fee because the public deserved a more detailed explanation of the district's finances. He said he was concerned about the district's growing bureaucracy. "I will pay the fee and encourage others to pay," he said. "But I'll fall on the sword and vote no because I think we need to be more accountable to the public."

Sieglock, who eventually voted in favor because of public support, added: "I see the good from this fee, but I don't necessarily see it as the right way to raise this money. I'd like to see it allocated out of my state income tax."

Fee supporters shared board members' concern about accounting for the money and using it efficiently. Many said they would like to see a regular report on how the money is being used.

District staffers said they cannot be specific about how the money will be spent until after they receive applications for funding from public and private groups.

The money will be funneled into incentive programs for replacing diesel engines in school buses and farm equipment as well as possibly helping people junk old, polluting cars for better vehicles.

A similar vehicle registration surcharge has been collected since the early 1990s, raising \$87 million for incentive programs that have removed thousands of tons of pollution from the air. The programs are considered efficient and successful.

The new \$2 fee seems like a pollution-fighting bargain, supporters said, especially in a place as fouled as the Valley.

"Like most people, I'm confused by all the fuss," said Carolina Simunovic of Fresno Metro Ministries. "Take up the issue of accountability separately, but approve the fee. You have such a diversity of people who support it."

San Joaquin Valley motorists will pay \$2 more; funds will support air programs

By Kerana Todorov

Friday, Dec. 17, Tracy Press and the Lodi News Sentinel

MODESTO — San Joaquin Valley air officials adopted a new vehicle registration fee Thursday that will be used to fight air pollution in the region.

The San Joaquin Valley Air Pollution Control District voted 10-1 for the \$2 increase, which will be imposed on car owners in San Joaquin and six other valley counties.

The Department of Motor Vehicles will begin to collect the new surcharge April 1.

The fee increase came about under Assembly Bill 923, which the Legislature approved this summer.

The fee could raise \$5 million more in funds each year, and the state can match that with \$10 million in annual grants.

The money will go toward a program to replace aging and polluting vehicles, including tractors, school buses and street sweepers. The district, which manages air quality in eight counties, estimates it will have to spend \$240,000 to administer the program.

Car owners in the district will now pay a \$7 surcharge per vehicle for air-pollution control programs; those fees were put in place over the past decade. That surcharge has raised \$43 million.

The new \$2 fee increase would end in 2015, unless the Legislature votes to extend it.

Air-quality officials in the Los Angeles, Bay Area, Sacramento and Yolo-Solano regions already have passed a \$2 increase in their areas.

The San Joaquin Valley Air Pollution Control District board had considered the proposal in November, but deadlocked 5-5.

Bakersfield Councilman Mike Maggard was the sole dissenter in Thursday's vote, saying he wanted more information on how the money would be used.

"I want to increase the level of accountability," he said.

Other board members voiced similar concerns, but voted for the proposal in part because so many different organizations supported the surcharge.

Groups normally on opposite sides of air-pollution controls, such as the Nisei Farmers League and the Fresno Metro Ministry, spoke Thursday in favor of the \$2 fee.

"I think this is the right thing to do," said Carolina Simunovic, environmental health director for the Fresno Metro Ministry. Lodi Mayor John Beckman, speaking on behalf of the Building Industry Association of the Delta, said his organization did not oppose the fee.

Air-pollution control board members also asked that there be research done on the money spent on programs and their effectiveness.

San Joaquin Supervisor Jack Sieglock supported the increase because of the vast support for the fee, though he remains concerned on how the money will be spent.

"I think people want clean air," he said. "We all do."

Thirty-five percent of San Joaquin Air Pollution Control District budget comes from vehicle license fees.

Air board passes fee increase

Extra \$2 added to vehicle registrations to combat emissions

By STEPHANIE TAVARES, Californian staff writer
Bakersfield Californian, Friday, Dec. 17, 2004

The San Joaquin Valley Air Pollution Control District's board needs more money to reduce air pollution in the valley, and it's going to get it from you when you register your car.

At their monthly meeting Thursday board members voted 10-1 in favor of a \$2 fee increase that will go toward replacing some of the valley's biggest polluters: diesel engines. The increase will make the district eligible for millions of dollars in state matching funds.

"This is a great opportunity to levy a very small amount of money per registered vehicle to reduce a lot of pollutants in the valley," said Kern County 3rd District Supervisor Barbara Patrick, who is also on the air board. "This is a very important part of solving our air quality puzzle."

Thursday's increase will bring the air quality fee in the district up to \$7 per vehicle and will bring in an additional \$4.8 million each year. The money will be collected through the Department of Motor Vehicles when people register their vehicles.

The main impetus behind approving the fee increase was to make the district eligible for between \$7 million and \$11 million in state matching funds.

The combined local and state money will fund grants to local government, businesses and organizations that can go towards things like cleaner-emission school buses, trains, mass-transit vehicles and agricultural equipment like irrigation pumps, said Brenda Turner, the district outreach representative for Kern County.

But not everyone jumped on the fee-increase bandwagon. At the air board's November meeting, only half the members present voted in favor of the fee, effectively rejecting it.

Bakersfield City Councilman Mike Maggard, the sole holdout "no" vote at Thursday's meeting, said some board members felt the district ought to have done more with the money it has received from previous fees before it asked for more.

He said that in the past 12 years the district has spent about \$87 million on air pollution reduction programs but that the district currently has more than half that amount sitting in the bank unused.

He said the board has asked district staff for an evaluation of past programs and suggestions for how to increase the number of people using them in the future.

"I will gladly pay my \$2 and will encourage others do to the same because it's the responsible thing to do," Maggard said.

"But I'm still not satisfied that we are spending the money as quickly and effectively as we might."

Central Valley air officials approve fee to fight pollution

By Juliana Barbasa, Associated Press Writer
In the S.F. Chronicle, Thursday, December 16, 2004

FRESNO, Calif. (AP) -- Air officials in the San Joaquin Valley increased vehicle registration fees on Thursday to fund programs that will help clean one of the nation's most polluted air basins.

Car owners in the Valley will have to pay an extra \$2 every year on top of the \$5 they already pay, collectively raising up to \$10 million that the state will use as incentives to promote clean air projects, said Janelle Schneider, a spokeswoman with the San Joaquin Valley Air Pollution Control District.

Groups that often find themselves on the opposite sides of the table, like agribusiness representatives, health care workers and environmental advocates, all agreed this was a necessary step, said Josette Merced Bello, CEO of American Lung Association of Central California. She was one of many proponents of the increase to testify before the air district board on Thursday.

Merced Bello said this cooperation and the extra funds should "create real momentum" to solve the Valley's intractable air pollution problems, caused by a combination of vehicle emissions, which can't be controlled by the air district, and other sources that can be controlled, like industry and agriculture.

One of the fee's biggest advantages would be the creation of a permanent source of funding for the Carl Moyer program, which has helped farmers substitute old diesel engines that pump irrigation water for newer, cleaner models.

The funds will also give cities, counties and industry incentives to promote other pollution reduction programs, like the substitution of older, dirtier school buses for newer models.

"It's a tremendous payoff to all Valley residents for such a small personal investment," said Dave Crow, the District's air pollution control officer in a written statement.

Air authorities in San Francisco, Los Angeles and Sacramento also decided to increase the vehicle registration by \$2 on Wednesday.

Air Board's Chief to Run State EPA In naming Democrat Alan Lloyd, governor seems to be indicating California will continue to be a high-profile pollution fighter.

By Marla Cone, Los Angeles Times, December 17, 2004

Gov. Arnold Schwarzenegger on Thursday appointed a longtime air pollution scientist and policymaker to head the state's Environmental Protection Agency.

Alan C. Lloyd, the chairman of the California Air Resources Board since 1999, will take over as secretary of the California EPA, replacing Terry Tamminen, who was named Cabinet secretary last month.

Lloyd, who is a Democrat, has been an outspoken advocate of cleaning up California's air pollution since the late 1980s. Under his leadership, the air board has adopted some controversial regulations, including a landmark requirement that automakers tackle global warming by cutting carbon dioxide emissions in car exhaust.

Schwarzenegger said Lloyd "shares my commitment to continuing California's tradition of strong environmental protection and balancing the preservation of our environment and resource conservation with economic growth and fiscal responsibility." He said Lloyd's expertise in setting policy and "track record of success" at the air board make him ideal for the role.

As secretary of the EPA, Lloyd will oversee not only the air board, but five other environmental boards and agencies. Among them are the State Water Resources Control Board, which regulates industries, farms and other sources of water pollution; the Department of Pesticide Regulation; and the Department of Toxic Substances Control, which sets standards for toxic chemicals.

With broad authority to set limits on drinking water contaminants, such as perchlorate, and to order cities to clean up urban runoff at beaches, the six agencies have considerable power.

They face pivotal decisions in the months to come.

The appointment suggests that the governor is inclined to let California continue to play a leading role in cleaning up pollution and to set environmental policy with a strong emphasis on science, not just economics.

Roland Hwang, a senior policy analyst at the Natural Resources Defense Council in San Francisco, said Lloyd is "ideally suited to be in his new position."

Hwang said Lloyd has "navigated tough political waters using the beacon of good, sound science. It's exactly what our state needs."

"We're not always on the same page with the Air Resources Board and the chairman, but they always give us a fair hearing and Dr. Lloyd makes an honest, hard effort to balance differences," Hwang said.

In September, when his board set the nation's first limits on greenhouse gases in car exhaust, Lloyd said, "We cannot afford to wait until all the evidence is in" on global warming.

But automakers said the regulation was foolhardy because it would cost California consumers a lot of money, perhaps several thousand dollars per car, but do nothing to stop global warming. The auto industry last week filed suit to block the standard, which is intended to begin with 2009 car models.

Lloyd will have a steep learning curve for complex issues that are related to water quality and pesticides, but "as a scientist, he is a quick learner," Hwang said.

Lloyd, 62, is a chemist with a PhD in gas kinetics and a bachelor of science in chemistry from the University College of Wales, Aberystwyth. He served as chief scientist for the Los Angeles region's air board, the South Coast Air Quality Management District, from 1988 until 1995.

Lloyd will join Tamminen as a Schwarzenegger advisor with a background in environmental advocacy. Lloyd, if approved by the state Senate, would be paid \$131,412 annually.

3 nominated to key state agencies

Governor picks new EPA chief, PUC commissioners

By Mark Martin, Chronicle Sacramento Bureau
S.F. Chronicle, Friday, December 17, 2004

Sacramento -- A scientist who has led efforts to implement the state's ground-breaking car emissions law, a Bay Area attorney and a businessman from the Peninsula who spent \$6 million of his own money in a losing Assembly bid were nominated Thursday by Gov. Arnold Schwarzenegger to key jobs affecting state environmental and energy policy.

Schwarzenegger tabbed Alan Lloyd, who has chaired the state's influential Air Resources Board since 1999, to become the next head of California's Environmental Protection Agency.

He also named Dian Grueneich and Steve Poizner of Los Gatos to two slots on the state's powerful Public Utilities Commission, which sets electricity rates and oversees the telecommunications industry. Grueneich and Poizner would replace two commissioners, Loretta Lynch and Carl Wood, who were seen as consumer advocates, meaning the change may mark a shift on the commission in favor of business interests.

Lloyd, a Democrat from Sacramento, would take over the state agency charged with regulating air and water quality. He was praised Thursday by environmentalists and an auto industry official

for being a pragmatic thinker who balances industry concerns with California's push for a cleaner environment. Lloyd is an atmospheric scientist with a doctorate in chemistry and has worked in various jobs studying air pollution, including a seven-year stint at the air quality management district that oversees much of Southern California.

"He's been involved in just about all of the clean-air fights of the last 20 years (in California)," said V. John White, executive director of the Center for Energy Efficiency and Renewable Technologies and a longtime environmental advocate in Sacramento.

As chair of the Air Resources Board, Lloyd this year helped adapt state laws requiring carmakers to lessen the amount of greenhouse gases emitted from vehicles.

Advocates say the new regulations, which spurred a lawsuit to block them by the auto industry, will help lead a national effort to force cleaner-burning cars.

A representative of General Motors, which is part of the lawsuit, credited Lloyd for taking an interest in industry concerns.

"We certainly didn't always see eye-to-eye with the board, but he was always very open to dialogue," said Dave Barthmuss, a GM official who frequently worked on air board issues. "He came to our plants. He talked to our engineers. He really listened."

"Alan shares my commitment to continuing California's tradition of strong environmental protection, and balancing the preservation of our environment and resource conservation with economic growth and fiscal responsibility," Schwarzenegger said in a press release announcing the appointment.

Lloyd, 62, would earn \$131,412 if he is confirmed by the state Senate. He would replace Terry Tamminen, who was Schwarzenegger's first EPA chief but recently became his Cabinet secretary.

Grueneich, 52, a Berkeley Democrat, and Poizner would earn \$114,191 annually. They face Senate confirmation before they step into jobs that will have a major influence on the state's energy policy.

Poizner, a moderate Republican, ran his first campaign for elective office this year, garnering headlines for the amount of money he spent in an Assembly race he lost to Democrat Ira Ruskin. The 47-year-old from Los Gatos made most of his money when he sold a cell phone company to industry giant Qualcomm, and he has also been a high school teacher and worked as a part of a fellowship in the Bush White House on cyberspace security issues.

According to a platform statement on his campaign Web site, Poizner supports allowing big business to choose their own energy supplier, an issue referred to as "direct access" that could be debated at the PUC next year. Poizner also supports a Schwarzenegger goal to require the state's utilities to procure more energy from renewable sources.

Grueneich is a lawyer who is well known in the energy industry. She has represented state agencies and the University of California in electricity rate issues before the utilities commission and has served as president of an environmental group, the California League of Conservation Voters.

The commission is expected to be involved in several big issues in the next few years on energy and telecommunications policy. They will oversee the efforts by utilities to expand use of renewable power and to secure long-term power contracts that could have a profound impact on electricity rates in the state.

Telecommunications issues could include whether the commission should regulate Internet telephone services.

"They (Grueneich and Poizner) share my commitment establishing a business climate that will attract investment and jobs to California," Schwarzenegger said in a statement.

Strict Air board chair fills Cal-EPA's top seat

Associated Press

Friday, Dec. 17, Tri- Valley Herald

SACRAMENTO - Gov. Arnold Schwarzenegger named the chair of the state's pioneering Air Resources Board as his new Environmental Protection Agency secretary Thursday, sticking with an environmentalist for the top pollution-control post.

Alan Lloyd replaces Terry Tamminen, a former Santa Monica-based environmental activist who moved up last month to become the governor's Cabinet secretary. Lloyd, 62, has chaired the California Air Resources Board since 1999. The board has repeatedly pushed for the nation's toughest air standards, drawing challenges from the automobile industry and federal government that it is infringing on federal interstate regulations.

The latest lawsuit was filed earlier this month, as automakers seek to block the world's toughest vehicle emissions standards. Lloyd has helped make California "a national and even international leader on air quality and global warming," said Bill Allayaud, the Sierra Club's state legislative director.

A spokesman for the Alliance of Automobile Manufacturers declined comment, referring calls to a General Motors spokesman who did not return telephone messages from The Associated Press.

Schwarzenegger, in last year's recall campaign, suggested the state EPA should be eliminated because it overlapped federal regulatory efforts. But he since changed his mind. The air board is one of the agencies under the EPA.

"It's a good appointment for the administration, it's a good appointment for public health in California," said Paul Knepprath, vice president for government relations at the American Lung Association of California.

Lloyd's appointment requires Senate confirmation and pays \$131,412. On the Net: California Environmental Protection Agency: <http://www.calepa.ca.gov>.

Strategy focuses on Kern 'clusters'

Officials from various fields huddle to discuss Kern's revised economic plans

By MATT PHILLIPS, Californian staff writer
Bakersfield Californian, Friday, Dec. 17, 2004

Air quality. Education. Residential encroachment on farms.

They're all keys to Kern County's economic future.

About 30 officials from the county's government, education and business worlds gathered Thursday for final suggestions on the county's revamped economic development strategy.

Kern County's Comprehensive Economic Development Strategy -- along with two other planning documents -- are being produced by San Francisco-based ICF Consulting. The county is paying \$220,000 for the documents.

The strategy -- which was developed after a series of focus group meetings throughout the county -- will be presented to the county Board of Supervisors at a public hearing sometime in late January.

"It will be one document that tries to address the needs of the county," said Guy Greenlee, business resource coordinator for the county's economic development department.

The strategy focuses on "clusters," or industries in which the county has an established or growing base of employers.

"You build from your existing strengths," said Egon Terplan, the ICF consultant who led the session.

Terplan said the availability of trained workers was an important issue for industries in Kern County.

Industries such as agriculture were also concerned about residential development near farming, Terplan said.

As growth continues, encroachment could prevent value-added agriculture operations from growing here, Terplan said.

After Terplan's presentation, attendees spoke about what they thought should be emphasized and included in the plan.

More than one said there needs to be strong emphasis on air quality.

"It is the overarching thing," said Sheryl Barbich, president of Integrated Knowledge Group Inc., a maker of software for agriculture businesses. "It needs to be out there big, loud and clear."

Some states might go own way on carbon emissions

A consortium of nine Northeast states is making plans to impose their own controls.

By CHARLES J. HANLEY

The Associated Press

Published in the Orange County Register

Friday, December 17, 2004

BUENOS AIRES, ARGENTINA – Two sets of Americans have come here to talk global warming: the United States, opposed to controls on carbon emissions, and a bloc of united states, from Maine to Delaware, that plan to impose them.

"It's not an in-your-face thing," Kenneth Colburn, helping coordinate the nine-state effort, said of the seeming defiance of the Bush administration. "They're doing what they think needs to be done."

That may even include linking up with the Europeans in a backdoor trading scheme on emissions - although a key Republican says that would meet a "lot of skepticism" in Congress.

The American by-play is taking place at the annual U.N. conference on climate change, where delegates from scores of nations are filling in last-minute details on the Kyoto Protocol, the 1997 pact that takes effect Feb. 16 requiring 30 industrial nations to reduce, by 2012, emissions of "greenhouse gases" that scientists blame for global warming.

The biggest pollutant is carbon dioxide, byproduct of fossil fuel burning by automobile engines, power plants and other industrial operations.

The United States is not among the 30 nations. The Bush administration has rejected Kyoto, protesting that it would damage the U.S. economy and that it should also cover poorer nations, such as China and India.

But in the pyramid of powers called the U.S. federation, there were other ideas.

"The United States is 'states' with an 's,' " said Fred Butler, a New Jersey public utilities commissioner here for the U.N. conference. The 50 states are 50 "laboratories of ideas," he said.

More than two dozen U.S. states have taken action individually to reduce carbon dioxide emissions, by ordering cuts in power-plant emissions, for example, and limiting state government purchases of fuel- inefficient sport utility vehicles.

Most significantly, California regulators last September ordered the auto industry to trim exhaust levels on cars and light trucks in the state by 25 percent before 2016. Other states might follow if California's move survives a court challenge.

In the U.S. Northeast, New York Gov. George Pataki, a Republican, in April 2003 invited other states to develop a regional plan for "cap and trade" on power-plant emissions of carbon dioxide - a system whereby plants that don't use up their reduced quotas of emissions can sell "offsets," or credits, to other companies that overshoot their allowances.

Under an existing consortium, the Northeast States for Coordinated Air Use Management, eight other states joined in: Maine, New Hampshire, Vermont, Massachusetts, Rhode Island, Connecticut, New Jersey and Delaware. Four have Republican governors, four Democratic. Combined, they account for 14 percent of U.S. carbon emissions.

A proposed design for the system is expected to be unveiled next April.

Although the governors want to help ease climate change, there are a host of other environmental, health and economic motivations, Colburn said.

For one thing, New York is seeing London take the lead in "carbon trading," which might balloon into a multibillion-dollar market. "We're missing out on this economic opportunity," he said.

The 25-nation European Union launches its own carbon-trading system Jan. 1, and it might allow outside participants, a possibility the U.S. states are examining.

"I don't see why our own individual power plants couldn't register and purchase allowances in the European system," Colburn said.

Any international compact involving state governments would have to be approved by Congress, said Rep. Joe Barton, R-Texas, who is chairman of the House Energy and Commerce Committee.

"We would tend to look at it with a lot of skepticism," he said.

Pentagon Proposes Loosening Its Environmental Policy

By Lisa Getter, Los Angeles Times, December 17, 2004

WASHINGTON - The Defense Department, which has won congressional exemptions from environmental laws in the last two years, now wants to change an internal policy that commits the department to sound environmental practices.

A draft of the proposal, which would replace a 1996 directive, eliminates the Pentagon's vow to "display environmental security leadership within DOD activities worldwide." It stresses, instead, the "national defense mission."

The new proposal replaces a list of concrete responsibilities with vague guidance to the military about how to prevent pollution and guarantee compliance with federal and international laws.

The directive would not affect any ongoing cleanup efforts by the Defense Department.

"The Pentagon is transforming itself in to an entity concerned only about its own logistics and facility management - and the public be damned," said Jeff Ruch, executive director of Public Employees for Environmental Responsibility, which obtained a copy of the proposal.

The Defense Department has a checkered environmental record. It has more facilities on the Superfund National Priorities List than any other entity in the U.S. It is blamed for contaminating billions of gallons of drinking water. A 2003 report by the Democratic staff of the House Committee on Energy and Commerce concluded that the department was responsible for "28,500 potentially contaminated sites across the country."

Yet the latest proposal deletes language from the 1996 policy that said the Pentagon would be responsible for:

- "Protecting, preserving and, when required, restoring and enhancing the quality of the environment."
- "Reducing risk to human health and the environment by identifying, evaluating and, where necessary, remediating contamination resulting from past DOD activities."
- "Preventing pollution and minimizing adverse environmental consequences."
- "Complying with applicable U.S. statutes, regulations, executive orders, binding international agreements, other legal requirements, and U.S. environmental, safety, occupational health, explosives safety, fire and emergency services and pest management policies."
- "Conserving and restoring, where necessary, the natural and cultural heritage represented on DOD installations within the United States."

Those promises are replaced by one paragraph that calls on the military to "make prudent investments in initiatives that support mission accomplishment, enhance readiness, reduce future funding needs, prevent pollution, ensure cost effective compliance and maximize the existing resource capability."

Pentagon officials refused to comment on the substance of the proposal.

"The directive is still in draft form and being reviewed by department officials," Pentagon spokesman Glenn Flood said.

Ruch said the proposal reflects a view within the Pentagon that environmental protection is not a priority. Defense Department environmental specialists who belong to Public Employees for Environmental Responsibility have told him that they have used the 1996 directive to stress the importance of their work to their superiors.

"America's defenders - the men and women who lead our armed forces - know that we don't have to pollute America to protect it," said Sierra Club Executive Director Carl Pope.

Pope said the military has been responsible for some of the "best and most visionary environmental innovation" in the past, adding, "It's sad that the politicians who run the Pentagon are afraid of it and want to slow it down."

Since President Bush took office, the Pentagon has won exemptions from the Migratory Bird Treaty Act, the Marine Mammal Protection Act and the Endangered Species Act and seeks exemption from the Clean Air Act and two toxic waste laws.