

## **Tracy man wins power plant fight He plays major role in agency halting project**

By Alex Breitler, staff writer

Stockton Record, Friday, Oct. 2, 2009

TRACY - Bob Sarvey lost his first power plant fight when the Tracy Peaker Plant went on line in 2003.

But it was not a total loss. Sarvey, a 55-year-old shoe store owner and advocate against air pollution, sat through hearing after hearing and, over time, became fluent in the convoluted prose and process of energy regulation.

So when a new, and much larger, power plant was proposed southwest of Tracy, Sarvey picked another fight.

And this time, he won.

In late September, the California Energy Commission essentially pulled the plug on the Tesla Power Project, ending an eight-year tussle in which Sarvey, whose wife and children suffer from asthma, was a key player.

"I got lucky," Sarvey said this week. "They took my argument for a change."

In 2001, a subsidiary of utility giant Florida Power & Light applied for certification to build the \$600 million, 1,120-megawatt natural gas plant in Alameda County, just west of the San Joaquin County line. The plant would have generated enough power for more than 1 million Central California homes.

As Sarvey saw it, Alameda would get the revenue, and San Joaquin would get the pollution.

Not to mention the cumulative impact of two additional power plants proposed in the area, on top of the operational peaker plant.

But due in part to Sarvey's opposition, nothing ever happened at the Tesla site, except a lot of paperwork.

The energy commission certified the project in June 2004, but Florida Power & Light decided to amend it in 2006. The company, however, did not respond to requests by the commission for more data supporting those changes.

Sarvey, meanwhile, went so far as to petition the California Supreme Court to reject the plant, although the court never took up the issue.

Pacific Gas and Electric Co. took over the Tesla project in 2008 and asked for approval of a much smaller version of the plant - 560 megawatts. That request was denied. Then PG&E asked for a five-year extension to build the plant, which the commission denied in September, saying too much had changed since the plant was first proposed.

PG&E could apply for a new license, but that would be a long and costly process. Spokesman Blair Jones said the utility was disappointed in the commission's decision and has not decided what to do.

Starting from scratch would require doing environmental analyses all over again, which Sarvey argued is exactly what should happen after so many years have passed. Tracy has grown, and some criteria for air quality have changed.

"I suspect they'll come out with something new. It's never over," Sarvey said.

He argues that rather than costing taxpayers millions of dollars by obstructing the project, he has helped the state save money by derailing PG&E's plans to possibly amend their proposal.

"I'm not anti-power plant," he added. "I just want to do it right. Everyone uses electricity, so let's spread out these plants."

## **UC Merced earns honor for environmental efforts**

### **Governor's award recognizes green practices.**

By Danielle Gaines, staff writer

Merced Sun-Star, Friday, Oct. 2, 2009

The UC Merced campus, flush with solar energy programs and Earth-friendly buildings, has been recognized once again for its environmental stewardship.

The university announced it received the Governor's Environmental and Economic Leadership Award, California's highest environmental honor, Thursday morning.

"This honor recognizes UC Merced's commitment to developing socially responsible and environmentally friendly practices that promote environmental protection and economic growth," Gov. Arnold

Schwarzenegger said at an event honoring award recipients Wednesday night.

While the campus now already has its share of environmentally-friendly features, UC Merced was recognized for its future plans, specifically its Long-Range Development Plan, the 136-page document that will guide the campus' growth to 2,766 acres.

"We are excited to receive this esteemed recognition," Thomas Lollini, associate vice chancellor for physical planning, design and construction, said in a press release. "This is not only a testament to the value of the work the campus has done here. It is an endorsement of the vision of UC Merced as a leader in sustainability and a model for others to follow."

UC Merced's long-range development plan creates pedestrian and bike-friendly traffic patterns and sets forth a triple zero commitment: a plan to produce energy from renewable sources, eliminate landfill waste, and reduce greenhouse emissions to zero, by 2020.

Once complete, the academic core of the campus will be about a 10-minute walk from each of six planned student neighborhoods.

About 2,000 to 3,000 students will live in each neighborhood.

All buildings will be mixed-use with stores at street level and apartment or dorm housing above.

The Governor's Environmental and Economic Leadership Award program was established in 1993. It is administered by the California Environmental Protection Agency and the Natural Resources Agency.

## **Boxer revels in drive to cut carbon pollution**

By Rob Hotakainen, staff writer

Sacramento Bee, Friday, Oct. 2, 2009

WASHINGTON - Sen. Barbara Boxer left little doubt she was having a particularly good time Wednesday. Wearing sunglasses, California's junior Democratic senator made her way to a stage on the east lawn of the Capitol, then stood in front of a huge U.S. flag and waved to a throng of supporters as U2's "It's a Beautiful Day" roared through the loudspeakers.

"What a great day!" enthused the senator. "This is like giving birth again!"

Boxer was celebrating her alliance with Massachusetts Democratic Sen. John Kerry to introduce a long-awaited bill that, if approved, could land her in the history books.

The legislation - the Clean Energy Jobs and American Power Act - would force the United States to cut greenhouse gas emissions by 20 percent by 2020, setting more ambitious targets than a bill that passed the House over summer. By 2050, greenhouse gas emissions would be reduced by 80 percent from 2005 levels.

Sponsoring a bill is the easy part. The hard part is next, as Boxer tries to fend off many Republicans and some Democrats who oppose the legislation, saying it would be too costly, particularly in tough times.

Opponents are ready for battle, saying Boxer and Kerry are out to impose a new national tax on energy.

"The national energy tax was a terrible idea when it passed the House, and it is an even worse idea now," said House Minority Leader John Boehner of Ohio.

"Middle-class families and small businesses struggling to make ends meet shouldn't be punished with costly legislation that will increase electricity bills, raise gasoline prices and ship more American jobs overseas," Boehner added.

Environmentalists counter that it's time to hold polluters responsible and to invest in clean-energy projects in the United States.

"For years, we've relinquished control of our energy sector to other countries and to big corporate interests," said Earthjustice President Trip Van Noppen.

While some critics say the bill doesn't go far enough, Kerry said it initially will affect 7,500 facilities that account for nearly 75 percent of U.S. carbon pollution.

"These are big polluters," he said, adding that more than 98 percent of American businesses and all farmers will be exempt.

After laboring over global warming and environmental issues for years, Boxer is better positioned now to leave her mark on a climate bill. She has headed the Senate's environmental committee since 2007, but this is the first year she has a Democratic ally in the White House.

The bill would establish incentives to stop polluting. Companies taking more time to cut carbon pollution could pay to keep polluting; those meeting goals would be rewarded.

## **SoCal diesel emission reduction programs funded**

The Associated Press

In the Merced Sun-Star, Thursday, Oct. 1, 2009

LONG BEACH, Calif. -- The U.S. Environmental Protection Agency says \$26.5 million will go to projects to reduce diesel emissions in Southern California.

The goal of the programs announced Thursday at the Port of Long Beach is to cut types of air pollution linked to health risks that lead to hospitalizations, cases of asthma and lower respiratory symptoms.

The money will be used to replace and update diesel engines in school buses, big trucks, locomotives, construction vehicles and cargo handling equipment in the Southern California air basin.

The EPA says the result will be elimination of about 26 tons of particulate matter, 453 tons of nitrogen oxides and 920 tons of carbon dioxide emissions annually from more than 650 vehicles.

## **Diesel emissions down drastically at ports of L.A., Long Beach**

**The year-old program to replace old cargo trucks has made tremendous progress, with an 80% decline in emissions expected by the end of 2010 -- a year ahead of schedule.**

By Phil Willon, staff writer

L.A. Times, Friday, Oct. 2, 2009

A program to cut diesel emissions at the ports of Los Angeles and Long Beach by phasing out older cargo trucks is far ahead of schedule, and already has delivered cleaner air to nearby neighborhoods that have been enveloped by fumes, the mayors of both cities said Thursday.

A year after the adjacent ports launched their "clean trucks" program, new, low-emission big rigs now account for about a third of the trucks hauling cargo to and from the complex, the busiest harbors in the nation. Officials said they expect to reduce diesel truck emissions at both ports by 80% by the end of 2010 -- a year ahead of schedule.

Los Angeles Mayor Antonio Villaraigosa said the program has reduced diesel truck emissions at his city's port by 70% compared with levels in 2007, and that 5,500 of the 14,000 trucks visiting the port are now low-emission big rigs. Long Beach has roughly the same number of clean trucks operating, its mayor said.

"This is the most successful effort to clean a port in the world," Villaraigosa said. "I mean, think about it. Nobody thought it was possible to retrofit 5,000 trucks in a year, and we're at 5,500 and growing."

The clean trucks program is a major component of a much broader effort to reduce diesel emissions at the port complex, one of the top sources of pollution in Southern California. Port pollution has been blamed for increased rates of cancer, asthma and other serious health ailments for nearby residents.

Villaraigosa and Long Beach Mayor Bob Foster released the figures during a news conference at the Port of Long Beach on Thursday, when U.S. Environmental Protection Agency Administrator Lisa P. Jackson announced that \$26.5 million in federal grants would soon go to clean air programs across Southern California.

Last October, the ports banned all trucks built in or before 1988, and started to charge trucks that failed to meet 2007 air pollution standards a \$70 fee every time they hauled cargo to and from the ports. Starting in 2010, trucks built in or before 1994 will be excluded.

Villaraigosa vowed to continue a legal fight to retain a controversial clean truck provision that has been suspended by the courts. The provision prohibits drivers at the Port of Los Angeles from being independent contractors, requiring instead that they become employees of trucking companies.

The requirement, which was expected to make it easier for truckers to unionize, was strongly supported by the mayor and the International Brotherhood of Teamsters. The Port of Long Beach did not include that restriction in its program.

Villaraigosa said the ban was necessary because most independent truckers cannot afford to buy the new, cleaner big rigs -- which cost more than \$100,000 -- which could impede the process of

ridding the ports of old diesel-belching trucks.

"That's just false," Clayton Boyce, spokesman for the American Trucking Assn., said in an interview after the mayors' event. "They're independent business people; they know how to buy a truck and finance it. He knows nothing about trucking. Before he was mayor, he was a union organizer, so that's what he knows: organizing."

The trucking association filed a federal legal challenge to block that provision and won a federal stay allowing independent truckers to handle cargo at the Port of Los Angeles until the case goes to trial next year.

The dramatic reduction in truck emissions at the port, while independent truckers are still working there, shows the ban is unnecessary, Boyce said. "If it was true, they wouldn't be way ahead of schedule," he added.

Foster agreed, saying that both trucking companies and independent truckers have been switching to new, low-emission trucks.

"Driver status has nothing to do with cleaning the air," Foster said. "In terms of a clean air program, it adds nothing. . . . In fact, it jeopardizes it" because of the legal challenge.

### **2009 Clean Air Awards will be presented on Friday**

Daily News Wire Services

L.A. Daily News, Thursday, Oct. 2, 2009

A USC Keck School of Medicine researcher, the city of Monrovia and BP America will be among those honored Friday for fighting pollution and creating awareness of the need for improved air quality in Southern California.

The South Coast Air Quality Management District will present the 2009 Clean Air Awards during a luncheon at the Millennium Biltmore hotel in downtown Los Angeles.

"Southern California residents can all breathe a little easier, thanks to the tireless and inspiring efforts of this year's Clean Air Award recipients," said William A. Burke, chairman of the AQMD governing board. "We are humbled and honored to be recognizing them for their achievements toward healthier air.

The late Riverside County Supervisor Roy Wilson, who also served on the AQMD board, will be honored with the inaugural S. Roy Wilson Memorial Award for Leadership in Government for his two decades of public service.

Other honorees are:

- Dr. Rob S. McConnell, a professor of preventative medicine at USC. McConnell conducted studies establishing a clear link between childhood asthma and environmental triggers, explored the effects of regional air pollution on reduced lung function in Southern California children and linked vehicle emissions to increased rates of asthma in children living close to major roadways;
- The Port of Long Beach and BP America, for the development of a tanker berth allowing vessels to switch from using diesel generators to low- emission electricity while docked;
- Advanced Cleanup Technologies Inc., for its successful demonstration of a system to collect emissions from the exhaust stacks of ships at the Los Angeles-Long Beach port complex;
- United Parcel Service, for its "route optimization system" aimed at more effectively designing drivers' routes to promote fuel conservation and reduce environmental impacts;
- The city of Monrovia, for adopting the Monrovia Environmental Accords, which set long-term goals and objectives for reducing emissions and increasing the use of alternative-fuel vehicles;

- Green Valley Initiative for the Inland Empire, a public-private partnership aimed at encouraging the use of green technology;
- West Long Beach Association, which was founded in 1979 to combat air pollution and advocate for environmental initiatives in the area near the Los Angeles-Long Beach port complex;
- John Zavalney, a science adviser for the Los Angeles Unified School District, for his participation in multiple environmental education programs. He has also made more than 150 global warming presentations in the United States and Mexico;
- Susan LaCombe, a retired nurse who worked for nine years managing the LAUSD's Nursing Services Asthma Program and working to reduce students' exposure to asthma triggers; and
- Metro Commute Services, an effort by the Metropolitan Transportation Authority to help large companies develop employee ridesharing plans.

## **Clean Trucks Program at L.A. and Long Beach ports has reduced air pollution**

Daily News Wire Services

L.A. Daily News, Friday, Oct. 2, 2009

A year after the Clean Trucks Program was launched at the ports of Los Angeles and Long Beach, the ports have gotten rid of more than 2,000 diesel polluting trucks and increased the number of "clean" trucks at the ports to 5,500.

As a result, the program has reduced air pollution by the amount produced by 200,000 cars a year, according to the National Resources Defense Council.

The program is on track to meet its goal of reducing truck-produced emissions by 80 percent in 2010 -- two years ahead of schedule.

"Before the program, diesel trucks that serviced the ports were some of the oldest and most polluting trucks on the road and were the largest source of on-shore diesel particulate matter in California," said Melissa Lin Perrella, a lawyer for NRDC.

"Now, thousands of those trucks are running cleaner and producing far less diesel pollution responsible for claiming hundreds of lives."

Diesel particulate matter is linked to heart attacks, asthma, chronic bronchitis, increased cancer risk, other serious health ailments and premature death. Children and the elderly are particularly susceptible.

"Thousands of children will not contract asthma or chronic respiratory disease in Los Angeles thanks to the Clean Truck Program," said David Pettit, also a lawyer for NRDC.

The program invested \$1.6 billion to replace an aging fleet of 17,000 trucks with newer, cleaner trucks. In February, the ports began collecting a \$35 fee for each 20-foot container delivered to the ports, to create a fund that would subsidize up to 80 percent of the cost of each new truck.

Federal Judge Christina Snyder in April denied the American Trucking Association's request for an injunction to block the program. She upheld the requirement that trucks meet stringent emissions limits, and also protected the funding mechanism set up by the ports to replace their old truck fleet.

However, the judge suspended a plan by the Port of Los Angeles to require the phasing-in of employee drivers rather than independent owner- operators, pending a trial in February 2010.

The Clean Trucks Program is part of a larger Clean Air Action Plan aimed not only at improving the environment but also expanding the ports' business.

### **L.A. port and other agencies to get \$26.5 million in federal stimulus money**

Daily News Wire Services

L.A. Daily News, Friday, Oct. 2, 2009

LONG BEACH - A handful of Southern California agencies will receive \$26.5 million in federal economic stimulus funds -- including \$6 million for the Long Beach-Los Angeles port complex -- for projects aimed at reducing diesel emissions, the head of the EPA announced today.

"Upgrading hundreds of vehicles and machinery to clean diesel technology will help create and save jobs and reduce the health and environmental costs of dirty diesel emissions," U.S.

Environmental

Protection Agency Administrator Lisa P. Jackson said at a news conference at the Port of Long Beach.

"The 16 million residents of the South Coast can breath cleaner air and live healthier lives," she said. "Putting green innovation, sustainable technology and clean energy into action at these ports, our gateways to the global economy, will also send a powerful signal to the world that we can ensure economic strength at the same time we protect our health and our environment."

Jackson said pollution from diesel engines is one of the top health risks in the state, resulting in more than 2,000 hospitalizations and more than 50,000 cases of asthma and respiratory problems annually.

The grants funds include:

- \$4 million for the South Coast Air Quality Management District to research emerging clean heavy-duty truck technologies;
- \$4 million for the Port of Long Beach to implement a large-scale diesel emission reduction project, including replacement and retrofitting of equipment and engines;
- \$2 million for the Port of Los Angeles to replace or retrofit 27 pieces of diesel pollution-emitting equipment;
- \$8.9 million for the California Air Resources Board to retrofit at least eight switch-yard locomotives; and
- \$951,431 for Caltrans to reduce emissions from various pieces of construction equipment;

"California is once again proving that what is right for the environment is also good for the economy," Gov. Arnold Schwarzenegger said. "This funding will further California's progress in cleaning our air while also supporting and creating green jobs, pumping up local economies and helping to protect the health of Californians."

EPA officials said the projects will help eliminate about 26 tons of particulate matter, 453 tons of nitrogen oxides and 920 tons of carbon dioxide emissions every year.

### **Climate summit delegates like state's planned carbon trading market Governors, premiers and environmental officials from around the world attend the conference in Los Angeles, co-sponsored by the United Nations.**

By Margot Roosevelt, staff writer

L.A. Times, Friday, Oct. 2, 2009

Manoel Silva de Cunha, leader of a group of 200,000 Brazilian forest-dwellers, was blunt about why he traveled this week from the Amazon to Gov. Arnold Schwarzenegger's Global Climate Summit.

The rubber tappers, nut gatherers and fishermen who live off tropical forests want money from American corporations to help them preserve the trees that cool the planet.

"These companies have polluted a lot," he said. "They have to make up for it."

Many of the 1,200 delegates who crowded into Century City's Hyatt Regency this week came with similar hopes: to cash in on California's expertise, its technology and the multimillion-dollar carbon trading market it plans to launch in 2012.

While Congress dithers over national climate legislation, and negotiators wrangle over a global treaty, governors, premiers and environmental officials from 70 states and provinces around the world gathered, as Schwarzenegger put it, for "action, action, action."

This year's gabfest is double the size of California's first climate summit last year and, for the first time, is co-sponsored by the United Nations.

Whatever greenhouse gas targets are ultimately adopted by national governments, it will be up to localities to "protect your forests from fire, your water supplies from contamination and your coastlines from erosion," Olav Kjørven, a U.N. assistant secretary general, told the group.

California, he added, has "blazed a path for other regional governments around the world to follow."

Some 20% of planet-heating emissions result from the burning of tropical forests and their conversion to soybean fields and cattle ranches.

But forests, which are complex to regulate, were not part of the 1997 Kyoto Protocol, the global treaty that is to be revised in Copenhagen in December. Negotiators are debating whether wealthy nations will compensate such countries as Brazil and Indonesia to preserve trees, which store vast amounts of carbon.

Several dozen local officials and environmental groups from forest-rich nations gathered in Los Angeles for two days before this week's summit to discuss rules, similar to those recently adopted in California, to measure the carbon in their forests and provide credits to companies willing to pay for offsetting industrial emissions.

A country, or even a province, that develops trustworthy regulations and enforcement could be eligible to tap into California's planned cap-and-trade program or a broader system proposed for seven Western states and four Canadian provinces. Such a carbon trading system could funnel hundreds of millions of dollars to such communities as Brazilian rubber tappers, Indonesian island dwellers and Tanzanian villagers.

On Wednesday, Schwarzenegger officials signed an agreement with representatives of Mexican states to explore whether California's carbon rules could be adapted to preserve Sierra Madre forests, which harbor monarch butterflies.

Today, California officials are expected to finalize a partnership with the Chinese province of Jiangsu to share energy technology.

Why collaborate when companies from both nations are competing furiously over green technology? "California is the most energy-efficient state in the nation," said Secretary Linda Adams, secretary of the California Environmental Protection Agency. "We want to sell our technology to them."

California officials are also exploring common ground with the Chinese to limit cement plant emissions in both countries, Adams said. California cement executives complain that if the state

cracks down on their plants, they will have to import most of their cement from China, where controls are less stringent.

No public money was spent on the summit, according to administration officials. They refused to reveal the total cost of the event or confirm news reports that corporations paid between \$100,000 and \$250,000 to sponsor the gathering.

On the podium, Schwarzenegger thanked the Aga Khan, a philanthropist who focuses on development projects in the Middle East and Africa, as "one of the main sponsors." Panels including "The Evolution of Offsets" to "Opportunities for Industry in a Carbon Constrained World" featured video screens saying they were "graciously sponsored" by Shell Oil and other companies, many of which have a financial stake in proposed climate regulations.

[O.C. Register blog, Thursday, Oct. 1, 2009:](#)

## **EPA pumps \$26 million green stimulus into Southern California**

posted by Pat Brennan, green living, environment editor

Diesel pollution from busy sea ports, train engines, buses and construction machinery will be slashed and green jobs created with more than \$26 million in federal stimulus funding, the U.S. EPA announced Thursday with the busy Port of Long Beach as a backdrop.

The funding, under the American Recovery and Reinvestment Act, includes millions to retrofit trucks and school buses in the South Coast Air Basin, which includes Orange County.

The funding will "send a powerful signal to the world that we can ensure economic strength and protect our health and our environment," U.S. EPA Administrator Lisa P. Jackson told the group of public officials, agency employees and reporters. "We don't have to choose between a green economy and a green environment."

Diesel pollution results in more than 2,000 hospitalizations and 50,000 cases of asthma and respiratory illness across the state each year, EPA says. Much of the funding announced Thursday is aimed at cutting diesel pollution in the ports of Long Beach and Los Angeles.

And because some of that bad air blows into Orange County, the expected pollution cuts should help clean the county's air as well.

"Some of the goods are moving on trucks through Orange County," said Barry Wallerstein, executive officer of the South Coast Air Quality Management District in Diamond Bar, who attended the event.

"Every truck converted to natural gas or clean diesel is a truck less pollution for all of Southern California."

The funding includes:

\$4 million for research on technology to create cleaner-burning heavy duty trucks for the air district.

More than \$4 million to replace or retrofit diesel engines for 112 pieces of cargo-handling equipment at the Port of Long Beach.

\$1.9 million to replace or retrofit 27 such pieces of equipment at the Port of Los Angeles.

\$8.8 million to "repower" at least eight switch-yard locomotives in Southern California.

\$1.7 million to the state Air Resources Board to retrofit school buses in the region, awarded in April. Some of the funding was used to retrofit five school buses in the Ocean View School District in Huntington Beach.

Nearly \$1 million to cut emissions from a variety of types of construction equipment, including tractors, excavators and forklifts.

[Bakersfield Californian commentary, Friday, Oct. 2, 2009:](#)

## **Tree Foundation asking for your help in morphing eyesore into special spot**

The Tree Foundation of Kern, a small local nonprofit organization, is spearheading the revitalization of its current Commemorative Grove by transforming the local eyesore and neglected park into a breathtaking botanical garden for the community to enjoy.

The 9.1-acre site, currently known as the San Miguel Grove, is located on Manor and Denise Streets along the Kern River and adjacent to the bike path. Severe budget cuts and a lack of funding over the years has brought about neglect and allowed the park to fall in disrepair. The City of Bakersfield graciously awarded the go-ahead to the Tree Foundation of Kern for the revitalization project.

The brilliantly designed garden is fashioned to provide for an educational, calming, family oriented respite in the heart of our city. With spacious pathways, intriguing sculptured scenes and an awe-inspiring design by the students the garden will protect, preserve and restore the beauty and biological richness of native, endangered plants and natural landscapes.

The Bakersfield area, nationally known for the high levels of air pollution found in the lower valley of Kern County, has an extraordinary chance to make a significant difference through local efforts of simple gardens. The Tree Foundation of Kern has plans in effect to help "re-plant" Bakersfield. Plants capture carbon dioxide through photosynthesis and store it below ground. This organic carbon "sequestered" in the soil is a vital part of the carbon cycle and represents a carbon store that is twice as large as that is in the atmosphere. Additionally, for each acre, the garden produces enough oxygen for 18 people every day and removes enough co2 over a year's time to equal the amount produced when driving a car 26,000 miles.

The Tree Foundation hopes to provide a living museum and classroom for all to enjoy. Through the support of the Bakersfield Department of Recreation and Parks, reservations for functions, educational tours, and classes for schools, garden clubs, as well as the community are offered. As an added characteristic, custom designed individual tree plaques, adorning the park celebrating the life of a loved one or a memorable occasion, are available for a donation from the Tree Foundation.

Volunteers from the Tree Foundation, along with the assistance of a job skills training program administered through the Kern County Probation Department in their efforts to assist the youth of Kern County will maintain the garden.

The Tree Foundation of Kern is a 501(c)(3) California corporation established in 1993, dedicated to the advancement of sustainable urban and community forestry here in Kern County. Our mission is to "inspire people to enhance their neighborhoods by planting and properly caring for trees." Our vision is to have healthy, vibrant, sustainable forests in all Kern County. The Tree Foundation provides low cost trees to schools, municipalities and other organizations that plant trees in public places.

The foundation has the dedicated support of the Bakersfield College, the Kern River Parkway Foundation, the California Native Plant Society, the Kern County Department of Probation, and the San Joaquin Valley Air Pollution Control District. The garden effort has received numerous local and national endorsements including the Alliance for Community Trees, California ReLeaf, Blue Sky Partners,

Bakersfield Chamber of Commerce, Keep California Beautiful, Keep Bakersfield Beautiful and other civic and private supporters.

Contact the Tree Foundation to see how you, your company and friends can help. E-mail [treeinfo@urbanforest.org](mailto:treeinfo@urbanforest.org) or call 325-6650 and be sure to visit the website at [www.urbanforest.com](http://www.urbanforest.com).

*Melissa Iger, a Bakersfield native, has been executive director of the Tree Foundation of Kern since 2008.*