

## **Air District to fund replacement of waste transfer trucks**

Sun-Star Staff

Merced Sun-Star and Modesto Bee, Wednesday, Sept. 3, 2014

The San Joaquin Valley Air District has opened a new round of funding that will be used to replace waste transfer trucks that operate within the Central Valley.

The district will grant up to \$50,000 per eligible replacement truck. Applications will be issued to solid waste transportation companies and owners or operators hauling to landfill and waste facilities. According to district officials, priority will be given to trucks that operate 100 percent in the Valley.

Air district spokesman Anthony Presto said the district should be able to fund 12 trucks this time around. He encourages anyone who thinks he or she might qualify to apply. "Even if they don't qualify for this round, they may be eligible for one of our other grants," he said.

Applications that are not selected for funding this time will be kept for future consideration.

The grants are partly funded by the Environmental Protection Agency under the the Diesel Emission Reduction Act. Applications are available until Sept. 30. Officials will rank projects and notify applicants.

To be eligible, according to the program's guidelines, trucks must:

- Be in compliance and up to date with state regulation.
- Be in operation.
- Have a gross vehicle weight rating of 26,001 pounds or greater.
- Be equipped with a 1996 to 2003 model year diesel engine.

The new replacement trucks must be equipped with a 2011 or newer model year engine and must be certified by the state Air Resources Board to meet set emission standards of particulate matter. "The goal is to replace older, heavier-emitting trucks with newer and cleaner trucks," Presto said.

Particulate pollution is known to increase respiratory symptoms such as irritation of the airways, coughing and difficulty breathing.

To obtain applications, those interested can visit [www.valleyair.org/grants](http://www.valleyair.org/grants) or call the San Joaquin Valley Air District at [559-230-5800](tel:559-230-5800).

## **Air district opens waste truck grant period**

Staff reports

The (Fresno) Business Journal, Tues., Sept. 2, 2014

The San Joaquin Valley Air Pollution Control District has opened a round of grants to fund new heavy-duty waste transfer trucks.

Applications will be taken through Sept. 30 for up to \$50,000 toward the cost of a new waste transfer truck operating in the San Jaouqin Valley.

Owner of trucks that haul to facilities in Environmental Justice areas will be given priority consideration. Priority will also be given to trucks that operate 100 percent in the Valley.

To be eligible, existing trucks must:

- Be in compliance with all applicable state regulations
- Be currently in operation
- Have a gross vehicle weight rating of 26,001 pounds or greater
- Be equipped with a 1996-2003 model year diesel engine

For more information, visit <http://valleyair.org/grants>.

## **New round of waste transfer truck funding open** **“Up to \$50,000 toward new heavy-duty trucks”**

Avenal Chimes, Wednesday, Sept 3, 2014

There is a new round of funding available to replace waste transfer trucks in the Valley.

Applications will be taken Sept. 1 through Sept. 30 for up to \$50,000 toward of the cost of new waste transfer trucks operating within the San Joaquin Valley. Owners of trucks that haul to facilities in Environmental Justice areas will be given priority consideration.

This Request for Applications (RFA) is being issued to solid waste transportation companies and owner/operators hauling to landfills and waste facilities within the District boundaries. Funding priority will be given to trucks that operate 100 percent in the Valley. All projects will be ranked and applicants notified of their status. Unfunded applications will be kept for future consideration as more funds become available.

To be eligible for the program, existing trucks must:

- Be in compliance with all applicable state regulations
- Be currently in operation
- Have a gross vehicle weight rating of 26,001 lbs. or greater
- Be equipped with a 1996-2003 model year diesel engine

Eligible new trucks must be equipped with a 2011 or newer model year engine certified by the state Air Resources Board to meet or exceed an emissions standard of .20 g/bhp-hr nitrogen oxides and .01 g/bhp-hr of particulate matter.

For more information and to obtain applications, visit [www.valleyair.org/grants](http://www.valleyair.org/grants) or call 559-230-5800.

## **EPA staff says agency needs to be tough on smog**

By Seth Borenstein, AP Science Writer

In the Modesto Bee and Merced Sun-Star, Friday, Aug. 29, 2014

WASHINGTON — The Environmental Protection Agency's staff has concluded that the government needs to tighten smog rules by somewhere between 7 and 20 percent.

In its final recommendation in a 597-page report, the agency staff agrees with EPA's outside scientific advisers that the 6-year-old standard for how much smog is allowed needs to be stricter, saying it will save a significant number of lives and cut hospital visits. An earlier version of the report came to a similar conclusion.

Industry representatives criticized the recommendation as way too costly, while environmental activists hailed it as a public health measure.

Since 2008, the standard has allowed up to 75 parts of ozone per billion parts of air. The staff report recommends between 60 and 70 parts per billion. The report says it will provide more health protection for higher risk populations, including the elderly, very young, outdoor workers and people with asthma and lung disease. And it estimated that there are tens of millions, if not more than 100 million people, in that at-risk category.

When the agency tried to make a similar rule a few years ago, it estimated it would cost up to \$90 billion a year, making it one of the most expensive environmental regulations ever proposed. After industry and Republicans in Congress criticized it, President Barack Obama withdrew it in 2011.

Ross Eisenberg, a vice president at the National Association of Manufacturers, said Friday the rule that staff recommends would cost up to \$270 billion a year. In a written statement, he said "the current standard of 75 parts per billion protects public health" and added that there is much "financial risk evident in this new regulation."

Industry for four decades has exaggerated the costs of cleaning up air, countered Frank O'Donnell, president of Clean Air Watch, saying the current rule is too weak.

"EPA's ultimate decision is literally a matter of life and death," said Bill Becker, executive director of the National Association of Clean Air Agencies, which represents state and local air regulators. "While the costs may be significant, the costs of inaction, including billions of dollars of health and welfare impacts are overwhelming."

A 2011 EPA study looked at the history of air pollution regulations and found that the benefit of clean air in better health and reduced deaths "vastly exceeds" the costs of air pollution rules going back to 1990. It said that by the year 2020, overall costs of air pollution rules would be \$65 billion a year, while savings would be worth almost \$2 trillion a year.

Federal law requires that air quality rules be updated every five years. A federal judge ordered the EPA to have a new rule by December after environmental groups sued to get the government to tighten existing rules.