

## **Air district launches truck replacement program** **Officials seeking applicants for funding for cleaner models**

Hanford Sentinel, Wednesday, Sep 30, 2015

The San Joaquin Valley Air Pollution Control District is announcing grant funding to replace diesel trucks with cleaner models.

The application period begins Thursday for operators of Class 5 and Class 6 vehicles, which are smaller delivery trucks for around-town deliveries.

The district is making \$639,132 available, which officials say could put up to 100 new trucks on the road.

Participants must turn in their existing trucks. In return, they receive up to \$40,000 each to buy a cleaner model.

Trucks are the Valley's largest source of nitrogen oxide pollution, which contributes to smog and small-particle formation.

Applications are available through participating truck dealerships. The program is targeting 1991-2003 engine model year trucks for replacement.

A list of requirements and participating dealerships is available at <http://bit.ly/1L4pF33> or by calling 559-230-5800.

## **Truck owners can get \$40,000 grants in San Joaquin Valley**

Central Valley Business Times, Wednesday, Sep 30, 2015

Truck owners and small businesses in the San Joaquin Valley operating older Class 5 or Class 6 trucks could get \$40,000 grants to help pay the cost of replacing the trucks with new, less-polluting trucks.

Eligible truck owners need to be small business owners in the San Joaquin Valley operating Class 5 (16,001 to 19,500 lbs. Gross Vehicle Weight Rating) or Class 6 (19,501 to 26,000 lbs. Gross Vehicle Weight Rating) trucks currently in compliance with the California Air Resources Board on-road truck regulations.

Trucks are the largest source of the San Joaquin Valley air basin's NOx emissions, which create both ozone and particulate pollution. The San Joaquin Valley Air Pollution Control District has budgeted \$639,132 to fund new trucks and reduce emissions under this grant program.

"We understand the importance of providing financial incentives to this crucial part of our Valley's economy and are very pleased we can offer this assistance," says Seyed Sadredin, the District's executive director and air pollution control officer.

District funding will provide truckers with assistance that further reduces emissions beyond mere compliance with existing state regulations. This funding can be paired with the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP) operated through CALSTART.

The application period opens on October 1 and applications are available through participating dealerships. The application period will remain open until the funds have been exhausted.

The program is targeting 1991-2003 engine model year trucks that meet the program eligibility requirements:

- Domiciled in the San Joaquin Valley
- Currently registered and in operation
- Meets minimum usage requirements

[Fresno Bee Guest Commentary, Thursday, Oct. 1, 2015:](#)

## **Don't back off demands for cleaner air**

By Alex Sherriffs and John Capitman

We are responding to a commentary in the Sept. 23 Bee written by five of our fellow board members at the San Joaquin Valley Air Pollution Control District.

They support federal legislation that we believe will weaken, not strengthen, efforts to improve the Valley's air quality. As a practicing physician and as a professor of public health policy serving on the board, we cannot support a policy direction which threatens to extend the time Valley residents are breathing unhealthful air.

Generalities in the op-ed sounded good, but we cannot endorse many details of the legislative language, particularly as public discourse of its implications has been limited. The district needs to focus on policy and advocacy to increase the tools and resources to meet more healthful air standards – not on how to delay attainment.

Thanks to the Clean Air Act, the Valley's air is cleaner and more healthful than it was five, 10 and 25 years ago. The Clean Air Act represents 40 years of federal legislation driving efforts to combat air pollution. It got lead out of gasoline. It fights lung- and eye-burning ozone, and it has saved hundreds of thousands of lives by cleaning soot and tiny particulates from our air.

The Clean Air Act sets standards based on what the latest and best science tells us about the impacts of air quality on health. First and foremost, the Clean Air Act is about achieving better health for us all.

The Valley has made important investments to reach Clean Air Act goals. Thanks to federal, state and air district regulations, our businesses use cleaner technologies and have adopted more sustainable and efficient practices. Trucks have to upgrade to lower-emission, more fuel-efficient engines. The public has been essential in its demand for and acceptance of cleaner-burning, higher-mileage and alternative-fuel cars. The public also has been on board in its support of incentives, financed by state bonds and DMV fees specific to the Valley.

Agriculture, too, has played an important role. Farmers have switched from diesel pumps to electric pumps and have purchased cleaner-burning tractors, thanks to incentive programs.

Schools have been able to purchase less polluting buses, decreasing our children's direct exposure to toxic diesel emissions. Those incentives have helped businesses adopt cleaner technologies sooner. We all benefit: Businesses get assistance buying cleaner equipment ahead of deadlines, and the public sees cleaner air sooner.

We can all be proud of the combination of efforts that has resulted in better air quality. But we still have far to go. We still share the worst childhood asthma rates in the nation with the heavily polluted Los Angeles basin. We still have more than 1,000 premature deaths every year in the Valley because of air pollution. Among all the air pollutants contributing to cancer, diesel emissions remain the No. 1 cause.

Whenever we think about the costs of cleaning up, we must remember, too, the costs of not making things better for our children and grandchildren. The annual monetary cost of Valley air pollution in lost days of work, lost school days and health costs is over \$1 billion. That human suffering and monetary expense may not make daily headlines, but it is real and immediate.

We need to focus on achieving the health goals ahead, not on finding ways to delay success. Many thought that achieving current ozone standards would be impossible due to the costs and the lack of technology, but thanks to regulations put in place, and especially cleaner trucks and buses, we are on a path of success into the 2030s.

Creating a cleaner and more healthful future requires change. How we will balance competing needs is never certain. We have great opportunities to promote even cleaner technologies, garner more support and financing to implement those strategies, and to be certain we include disadvantaged communities in that economic success.

Every day of delay is more deaths, millions of dollars in unnecessary health costs, and new cases of asthma. Any changes to the Clean Air Act must unequivocally help us move forward and strengthen our hand for cleaner, more healthful air.

*Alexander Sherriffs, M.D., is a physician with Adventist Health Community Care in Fowler. John A. Capitman, Ph.D., is executive director of the Central Valley Health Policy Institute. They are San Joaquin Valley Air Pollution Control District board members.*