

School district, city officials celebrate opening of CNG station

Thursday, Aug. 19, 2004, Lodi News Sentinel

By Michelle Miller

Lodi Unified School District Superintendent Bill Huyett distinctly remembers his first day on the job in 2000. He was trying to find the best route to the district offices and ended up behind a yellow school bus on Industrial Way.

"I saw so much black I could not see the bus," he said of the emissions escaping from the diesel-fueled bus.

Lodi Mayor Larry Hansen, center left, and Lodi Unified School District Superintendent Bill Huyett, center right, dedicate the new natural gas filling units at the district's transportation yard during a ribbon cutting ceremony Wednesday.

He told the story Wednesday as the district, along with the city, celebrated their nearly \$900,000 joint venture to build a compressed natural gas fueling station at the LUSD Transportation Facility. It was six years in the making.

Although the station has been in use since the beginning of July, city and district staff cut a ribbon and ceremonially filled a bus with the environmentally friendly fuel that cuts down emissions, making for a safer ride for children.

The new station has two components, 15 slow fill pumps and one quick fill pump.

Of the district's fleet of 103 buses, 16 are running on CNG, a pressurized natural gas comprised mostly of methane with vapors lighter than air. Those buses were purchased in 2002 as part of a more than \$2.5 million project.

Until the project was complete, bus drivers used slower filling stations in Stockton and at private local stations. They switched to the city's fueling station at the Municipal Services Center when it opened in May.

The slower fill CNG stations took 30 to 45 minutes for one bus.

"(For the CNG buses) that's 450 to 500 minutes wasted on people waiting around for the gas to get into the tanks," said Doug Barge, LUSD's chief business officer.

The quick fill station is primarily used when buses have longer routes or field trips that require them to top off during the day, Barge said. Usually, a single tank can fuel a bus on a normal route.

The quick fill station delivers 4,500 pounds of pressure and can fill a bus in five minutes. The slower filling CNG pumps can take up to four hours.

The station will also be used for quick fueling of city vehicles. The city's transportation fleet of 20 buses, two dump trucks and a street sweeper use CNG.

The LUSD station will serve as a back-up facility for the city if the station at the Municipal Services Center on Ham Lane is down for repairs, said Tiffani Fink, transportation manager for Lodi Public Works Department.

Karen Colson, a district school bus driver, said having to refuel the CNG buses at other locations was a pain, so the on-site fueling station is a welcomed addition.

"It's saving us time and fuel because we would have to drive back from (other fueling locations)," she said.

School District Transportation Director Terry Fuglsang estimated that the new station would reduce costs by 10 percent in switching from higher-priced diesel to CNG.

Lodi Mayor Larry Hansen presented a certificate of recognition to the district.

"This is a wave of the future. We like setting the standard and being an example," he said.

School bus driver Karen Colson fills bus No. 19 with natural gas following a ribbon-cutting ceremony dedicating the fueling units at the Lodi Unified School District's transportation yard Wednesday.

The only cities in the Central Valley with more CNG vehicles are Fresno and Bakersfield, according to Anthony Presto, the northern region representative for the San Joaquin Valley Air Control District.

He reminded the audience that the valley is in violation of the Environmental Protection Agency's air quality regulations, making it one of the worst air quality regions in the nation, second only to the Los Angeles area.

Diesel is a source of both ozone and particulate matter. CNG reduces exposure to particulate matter by 95 percent and significantly lessens smog formed from emissions, Presto said.

"It's good for the kids, it's good from the school district, and it's good for the air," Huyett said.

Public Works Director Richard Prima said the city faced stiff competition from other cities in the San Joaquin County Council of Government who were vying for Congestion Mitigation and Air Quality federal grants.

LUSD received a total of \$1.6 million in federal funds allocated by the council of governments to lessen air pollution by constructing the station and replacing buses. Now the district is looking to replace 35 or more of its oldest diesel-fueled busses in the next three to five years. The city is also facing compliance with federal clean air standards by 2010.

New CNG-fueled buses cost upward of \$35,000 more than diesel ones, funds the district can't provide, Fuglsang said, although he hopes federal and state money will be available to pay those costs in the future.

Lodi Unified expects to save on clean-fuel filling station

By Neil Gonzales

[Thursday, August 19, 2004, Stockton Record](#)

LODI -- Lodi Unified School District paid a pretty penny for drivers to travel to a fueling station and wait around a good part of an hour for their buses to fill up on compressed natural gas.

The drivers' time and other related costs amounted to about \$150,000 a year, according to Lodi Unified Chief Business Officer Doug Barge.

"It was really inefficient."

But now, Lodi Unified has its own compressed natural gas, or CNG, fueling station. The district unveiled the \$890,000 project at a ceremony Wednesday.

The station is at the district's bus yard off South Cluff Avenue. It serves the district's 16 school buses that operate on the clean-burning fuel and serves as a backup to the city's own CNG station. Lodi Unified's other 87 buses run on diesel.

Lodi Unified built its CNG station with grant money from the San Joaquin Council of Governments and the San Joaquin Valley Air Pollution Control District. By doing so, the school district will no longer have to send its buses to other CNG pumps in Lodi and Stockton to refuel -- a process which could take up to 45 minutes, Barge said.

In some cases, he said, the district had to pay overtime for staff to stand around and wait for the refueling to finish.

"We'll have none of that," said Barge, who added the district will also save on CNG fuel costs.

"The fuel will be cheaper, because we'll be compressing it ourselves, or taking it from a gas state to a liquid state," he said.

Lodi Unified transportation chief Terry Fuglsang said the station can refuel a bus within minutes. The station can also refuel all 16 CNG buses overnight without having staff present, officials said.

Lodi Unified joins about 20 other school districts, cities and agencies in the Valley with CNG stations and vehicles. In recent years, communities here have caught on to CNG vehicles as a way to reduce Valley air pollution.

In June, the U.S. Environmental Protection Agency reported Central Valley air violates standards that regulate soot, dust and vapor floating around in microscopic specks. These tiny particulates easily lodge in human lungs, often finding their way into the bloodstream.

This type of pollution is blamed for various causes of death -- heart and lung diseases, fatal asthma attacks and other chronic health problems.

Mileage tax proposed for state's drivers

Opponents include privacy advocates and owners of hybrid vehicles.

By HANH KIM QUACH

[Thursday, August 19, 2004, The Orange County Register](#)

John Luster of Orange piloted his new silver Toyota Prius 300 miles up to the Sequoia National Park earlier this month, using just six gallons of gasoline.

Had Luster driven his Acura Integra, he would have used twice as much fuel - and paid twice as much gas tax.

But what's good for Luster (and the environment) is bad for state highway funds: The state got half as much tax revenue to deal with the same amount of wear and tear on the roads.

It's a looming problem as hybrids become more popular, and Gov. Arnold Schwarzenegger's government-reform commission has come up with a solution: Tax motorists based on the miles they drive, not the amount of gas they consume.

The idea from the California Performance Review is just that at this point: an idea. It would have to go through extensive debate to come to fruition.

But it's not at all far-fetched. Oregon will do a test run of such a "vehicle- miles traveled" system next year.

The plan, which still requires legislative approval there, would put a \$100 global-positioning-system device in every new car in Oregon. The device would beam drivers' in-state mileage to a satellite, which would then send the information to the service station where the driver is refueling so the proper tax can be levied at the pump.

Three hundred drivers will be monitored for six months next year in the Eugene area in the pilot project. The U.S. Department of Transportation, Utah, New York and now California are closely watching for the results.

The proposal here raises a number of concerns: One is that it could discourage drivers from buying fuel-efficient cars. Another is that it could open the door to state surveillance of motorists.

THE RECOMMENDATIONS

The California Performance Review Commission recommends developing a pilot project to test whether the state could levy a user fee based on how much each driver uses roads. The report suggests a fee of .1 cents per mile traveled.

"You're setting up a system of surveillance allegedly to aid with taxation," said Annalee Newitz, policy analyst for the San Francisco-based Electronic Frontier Foundation. "This is incredibly invasive."

This door has already been opened, though - sometimes by motorists themselves.

Security and convenience have already prompted thousands to mount trackable electronic devices in their vehicles.

LoJack security devices, mini radio transceivers mounted on an automobile, can be activated by authorities when a vehicle is stolen. Toll transponders and radio-frequency identifications help commuters pay tolls on the fly. And OnStar, the 24-hour help line, locates a vehicle using a global-positioning system and gives live assistance when drivers are lost or need help.

By and large, however, these technologies are used voluntarily.

James Whitty, who heads the Oregon pilot project for the state's transportation department, maintains the GPS would detect only whether the car is inside or outside of Oregon and how many miles it has traveled in state - not its every movement.

"There are people who hear 'GPS,' and they think it's some exotic military device," said Whitty, who said the state will not have the ability, or desire, to monitor drivers' traveling habits. The Oregon device would be a "glorified compass," he said.

Joan Borucki, chief deputy director at the California Transportation Commission and a member of the California Performance Review team that made the recommendation here, insists the device could not track residents' whereabouts.

"The bottom line is, they couldn't tell where these people have been. That's just not going to be there," she said.

The key question for some is what happens with the data the state does collect. The answer in the case of toll-collection devices already in use is that it can end up in the hands of law enforcement.

Motorists in Orange County, for example, can use FasTrak transponders mounted on their windshields to pay tolls on the Eastern, San Joaquin and Foothill toll roads. The FasTrak application tells them, "Your account information is only used by the toll roads, and we do not give or sell your information to anyone."

But the Transportation Corridor Agencies, which runs the Orange County toll roads, has shared some motorists' information with law enforcement under subpoena or when there was a legitimate criminal investigation, said spokeswoman Lisa Telles.

Right up there with the privacy debate is a fairness debate.

From the state's perspective, there needs to be a fair way to have motorists pay for building and maintaining roads they use.

"Eventually, if someday we switch to no-fossil fuel, we'd have to replace the funding source," said Joel Riphagen, transportation analyst for the nonpartisan Legislative Analysts' Office. "We really need to start looking at it as we begin to switch fuel sources or increase gas mileage."

But some drivers who have invested in fuel-efficient vehicles say a miles-driven tax would discourage people from buying energy-efficient vehicles and punish people who already own them.

"You will have a revolt coming out of your ears," said George Margolin, an inventor who lives in Newport Beach. Margolin and his wife, Cathy, traded in her Nissan 300Z for a Prius in March.

To improve the state's roads, Margolin said the state needs a steady stream of money and needs to come up with creative ways to pay for roads - such as getting more businesses that benefit from roads to pay for them. "You would not be doing that by increasing the cost of gas (through a miles-driven tax). Philosophically, that's a no-win situation."

Luster, who has had his Toyota Prius about a month, understands the state's bind and said he would be willing to pay higher taxes. However, he believes some of the money is misdirected.

"It's not right to put that money into nothing other than road building. We need to put that money into something that would get people around more efficiently," Luster said.

But if all 31 million vehicle owners switched to hybrids, the state would still face the same congestion and road-maintenance problems, policy analysts said.

"Hybrids are great. They use less fuel but take up exactly the same space on the road as a Hummer," said Dan Beal, manager of public policy for the Costa Mesa-based Automobile Club of Southern California.

He says the state is headed in the right direction in thinking about alternatives to paying for roads, but taxes based on miles driven are not flawless.

Charging a person using the San Diego (405) Freeway during rush hour in Los Angeles the same amount as a person flying up Interstate 5 in the Central Valley is a problem because it doesn't reflect a driver's "load" on the system.

"It's similar to going to a movie Friday night versus Tuesday afternoon," he said.

"Ultimately, what we need is a system where your use is based on when you use it, where you use it and the distance you travel on it," Beal said.

How much state gas tax you pay depends on the mileage of your make of car. Here's an estimate for three cars, based on each traveling 15,000 miles per year. The tax, 18 cents per gallon, is levied at the pump.

	Average miles per gallon	Yearly gas tax
2004 Toyota Prius	51	\$52.94
2004 Honda Accord	24	\$112.50
2004 Hummer H1	11	\$245.45

CEO Says Chrysler Will Go Hybrid

The company, which has been focusing on diesel vehicles, could bring dual-powered cars to market as soon as '06.

By John O'Dell

[August 19, 2004, Los Angeles Times](#)

DaimlerChrysler's Chrysler Group doesn't intend to cede the growing hybrid car market to rivals such as Ford Motor Co. and will offer front-wheel-drive hybrid vehicles in the U.S. perhaps as early as 2006, group Chief Executive Dieter Zetsche said in an interview.

Zetsche's remarks came during a preview in Santa Barbara of the 2005 Jeep Grand Cherokee and the new diesel-powered Jeep Liberty sport utility vehicle.

Chrysler, based in Auburn Hills, Mich., has been emphasizing diesel vehicles rather than hybrids in the U.S. to bolster its fuel-efficiency ratings. Hybrids combine gasoline engines and electric motors to improve performance while reducing gas consumption.

Zetsche would not identify the vehicles Chrysler might introduce as hybrids, but the popular PT Cruiser and Dodge and Chrysler minivans have been viewed as likely candidates.

He did say that rather than develop its own hybrid systems from scratch, DaimlerChrysler probably will license the technology from another manufacturer.

Toyota Motor Corp., which developed the first retail hybrid with the 1998 Prius sedan in Japan, has said it will sell its system to all comers and has licensed its hybrid technology to Nissan Motor Co. for a 2005 Altima hybrid sedan. A Toyota spokesman said

Wednesday that he wasn't aware of any deal with Chrysler.

In addition to Toyota, Honda Motor Co. sells hybrids in the U.S., and Ford plans to begin selling a hybrid version of its Escape SUV this year.

Chrysler has developed a so-called mild hybrid version of its heavy-duty Dodge Ram pickup, using a diesel engine and an electric motor that will provide additional power in certain driving situations. The Ram hybrid's electrical system also can be used as an electric generator when the vehicle is parked. But Dodge plans to sell only a few hundred a year, mainly to government fleets and construction companies.

By emphasizing diesel technology, which is popular in Europe, Chrysler seemed to be giving up on the critical California and Eastern Seaboard markets, where diesel passenger vehicles can't be sold because of strict air pollution regulations.

Diesel fuel produces more harmful particulate matter - soot and other solid emissions - than does gasoline. But diesels are more fuel-efficient, thus producing less carbon dioxide than gasoline. Carbon dioxide is a so-called greenhouse gas that contributes to global warming.

The diesel Liberty SUV, for example, will get about 25% better fuel economy than the gasoline version - 22 miles per gallon in the city and 27 mpg on the highway, according to company estimates. But Chrysler can sell it only in the 43 states that follow the less stringent federal emissions standards.

Pay-by-the-mile idea aired

It's one pollution solution to raise money, alleviate congestion on roads.

By Mark Grossi

[Thursday, Aug. 19, 2004, The Fresno Bee,](#)

Short of cash and loaded with smog, California must come up with millions of dollars to meet Gov. Schwarzenegger's goal of cutting bad-air emissions in half by 2010, an environmental group says.

Why not raise billions of dollars for an air pollution war chest by charging motorists for each mile they drive, especially at rush hour in the state's most congested places?

The Environment California Research and Policy Center will raise the suggestion in a report issued today in Fresno, at the heart of one of the nation's worst air basins. Environment California is a 30-year-old advocacy group that claims 50,000 members.

The report says the state's current reduction plans will trim about 30% of bad-air emissions from cars, diesel trucks, power plants and other sources by 2010. Residents still will be exposed to unacceptable levels of corrosive smog and dangerous diesel exhaust, the report concludes.

In Fresno, respiratory therapist Kevin Hamilton said a timely cleanup is imperative. He said more than 1,200 San Joaquin Valley residents die annually from air pollution. "We're talking about people's lives," Hamilton said. "We need to make sure these reductions are made on time."

The governor's goal -- announced last fall during the recall campaign -- is within reach if funding and the commitment to clean air are maintained, state officials said. "It does require that we keep up the momentum," said spokesman Jerry Martin of the state Air Resources Board.

He said many reductions already are planned in new rules on industry and tightened fuel and engine standards. Officials are counting on cleaner air as government and private businesses replace older diesel vehicles in the next several years.

But Environment California's report says many air quality programs need more money. School bus replacement, for instance, needs \$35.5 million each year to get old diesel school buses off the road.

Last year, the program received less than \$5 million, the report says.

"We think the job can be done," said Sujatha Jahagirdar, clean air advocate for the center. "But California will need to invest more money."

The money could come from a fee for vehicle congestion, the report says. In the South Coast Air Basin, it would raise \$7.3 billion annually, according to a state study done in the mid-1990s.

"A congestion pricing system was implemented last year in central London with good results," Jahagirdar said.

In central London, mass transit ridership increased, congestion delays declined and the costs of operating the fee system were easily covered.

Motorists can make fee payments at machines in London's core area, on the Internet and in several other ways. A network of video cameras identifies license plates, which must later match with the list of those with owners who have paid. Owners who haven't paid are fined.

Another example of the fees is operating in California on Freeway 91 in Orange County. A private company collects \$2.50 from each motorist during rush hour. But, because the road was privately constructed, the money goes to the company.

A similar money-raising concept is a fee charged per mile driven. Senior air quality planner Tom Jordan of the San Joaquin Valley Air Pollution Control District said thorny issues surround the idea, such as reading motorists' odometers and verifying the accuracy.

"Some people wonder why we wouldn't just charge a fee based on emissions or on fuel being used," he said. "Any fee like this would have to be a statewide issue because people travel throughout the state on roads."

The 1990s state study on congestion fees was part of a brainstorming session, officials said. Researchers analyzed the Bay Area, Sacramento, San Diego and the South Coast.

"The study projected reductions in miles traveled, travel times and air pollution in all four areas," Jahagirdar said. "The money from the congestion pricing could be used for many programs and public transit."

Air board spokesman Martin said the state has no plans for such a fee. He said the social, economic and political structure in California is quite different from Europe.

"This state is bigger than many European countries," he said. "People have a different mind-set. We use our cars and depend on our cars. The transit and train systems are already established in Europe."

Gas pump for park draws ire Some city vehicles need friendly fuel

By Rachel Gordon

[Thursday, August 19, 2004, S.F. Chronicle,](#)

San Francisco's plan to let environmentally friendly vehicles fill up in Golden Gate Park has fueled opposition from critics who don't want to further sully the area.

City officials, working to reduce air pollution, want to locate a pump for low-polluting trucks and cars in the Recreation and Park Department's maintenance yard in the southeast corner of Golden Gate Park.

The facility is not far from the Children's Playground and the "Big Rec" baseball diamonds. Workshops for carpenters, electricians and ironworkers and a nursery are nearby.

The small fueling station already has gas and diesel pumps, used by work crews from all city departments. The new pump would be for vehicles in the city's fleet that run on compressed natural gas.

The addition of the new pump would require the construction of an enclosed structure -- about 25 feet by 50 feet in size -- to house specialized machinery. It would be built on a site now used for three parking spaces.

"We want to put this in our existing maintenance yard. We have a filling station there now," said Yomi Agunbiade, acting general manager of the Recreation and Park Department. "I guess some people don't want any new structures in the park, but ultimately this is a long-term approach to reducing air pollution."

Pinky Kushner is one of those people. She has been active in efforts to reduce vehicular traffic in Golden Gate Park for years, including a so-far- losing battle to stop an underground parking garage from going in near the M.H. de Young Memorial Museum.

She believes the park -- the crown jewel of San Francisco's park system -- should be preserved for open-space, a respite from the city's noisy, built-out urban core. The new pump, she said, is a step in the wrong direction, even if it's a small step.

"The present gas and diesel station is inappropriate for Golden Gate Park, and it doesn't need to be perpetuated," said Kushner.

She was making the rounds at City Hall this week trying to drum up support for her position prior to a public hearing on the proposed \$500,000 compressed natural gas project today before the city's Recreation and Park Commission.

Kushner and others opposed to the plan want city officials to find a new site outside the park, and they have mentioned the Municipal Railway bus yard on Presidio Avenue as one possibility. But Rick Ruvolo, who runs the city's Clean Air Program, said the park site, with its existing fueling station, would be the best location.

The Recreation and Park Department, based in Golden Gate Park, has about 30 compressed natural gas vehicles in its fleet. There are no filling stations for them on the city's west side; the only compressed natural gas stations are in the Mission, South of Market and at the airport.

"We are simply adding a clean-fuel option to an existing fueling island, " he said. "Now, people have to drive across town to get fuel."

In all, there are between 400 and 500 compressed natural gas vehicles used by city employees, Ruvolo said. The city has been slowly replacing its fleet of higher-polluting cars and trucks with cleaner-burning ones since 1999, when the Board of Supervisors approved the "Healthy Air and Smog Prevention Ordinance," which calls for using more environmentally sound alternatives whenever possible.

Warming up

State must take action to counter effects of greenhouse gases.

[Fresno Bee editorial, Thursday, Aug. 19, 2004](#)

A Central Valley that feels more like Death Valley. A Sierra without much of its spring snow. A hot Napa Valley with unpalatable grapes. A California transformed, and not for the better.

This is a stark new picture of the state a century from now, as unveiled by a team of researchers in the latest journal of the National Academy of Sciences. This is California's future based on a continuation of today's head-in-the-sand political waffling at the national level over global warming. The researchers chose California for this detailed study for two reasons. Our climate here is varied and interesting. And the political climate, at least in the past, has been receptive to pushing change.

This new study and the emerging reaction to it reflect something of a shift in the public conversation about global warming. More data, combined with more sophisticated computer modeling about climate change, are producing new findings that confirm earlier predictions that global warming caused by fossil fuel emissions and deforestation is for real. The emerging questions basically concern how bad it is going to get, how quickly and what can be done to minimize the change.

Even with some significant new controls, the number of hot days could still double. But the emerging policy choice here is painfully clear. The financial and environmental impacts of global warming are far greater the longer that serious efforts to address it are delayed.

As an emitter of greenhouse gases, California is small in the global context. As an agent of political change, California can be a more powerful player. The state has already passed a law to curb greenhouse emissions in cars by 2009 and filed suit against the nation's largest emitters -- several coal-burning power plants in other states. It is a start. But in this race against time and these invisible pollutants, the world at the moment is losing.

Cogeneration helps state keep the lights on

By Bruce Linstein

[Fresno Bee commentary, Thursday, Aug. 19, 2004](#)

When it comes to providing reliable, dependable energy that keeps the lights on in California, it's hard to beat cogeneration. Now is the time for state policy-makers to focus on keeping cogeneration in place in California.

Currently, key California policy-makers are making important decisions about where the state's utility companies will obtain their electricity in the future. Cogeneration is a major contributor in meeting California's energy needs in an environmentally friendly way. Cogeneration provides enough electricity to meet 12% of the state's demand for electricity. Cogeneration should remain a vital part of California's energy plan. It is a proven, reliable system that is environmentally sound and makes California less dependent on electricity generated out-of-state.

Huge power source

Cogeneration increases the amount of electricity available for California by providing multiple power sources throughout the state. One prime example is the Coalinga Cogeneration Co., a privately financed facility. The 13-year-old plant provides approximately 220,000 pounds-per-hour of steam for enhanced oil recovery for two oil field production companies in the Coalinga oil field. The 38 megawatts of electricity produced as a byproduct of this steam generation is sold to Pacific Gas and Electric -- enough electricity to power approximately 38,000 homes.

In the cogeneration process, natural gas is converted to electricity to power a facility. In essence, thermal heat and steam are generated to run equipment and machinery. Numerous universities and hospitals and various industries use cogeneration to power their facilities, providing them with dependable power when the grid goes down. If the facility does not use all the electricity it generates, that electricity goes back to the electrical grid for use by consumers. Cogeneration is a highly efficient use of energy, using only one source of natural gas to produce both electricity and heat. Without cogeneration, industrial facilities, hospitals, schools, food processors and other important

facilities would require twice the amount of fuel to meet their heat and electricity needs. Cogeneration can meet the power and steam needs of industry while burning 35% to 40% less fossil fuel, reducing greenhouse gases. Cogeneration facilities have provided major air quality benefits by replacing much dirtier steam-producing boilers and by pioneering the use of new emissions control technology such as selective catalytic reduction.

One cogeneration facility in Southern California reduced nitrogen oxide equivalent to taking 162,000 vehicles off the road. Nitrogen oxide emissions are a concern because they contribute to the formation of acid rain and, either directly or through the creation of ozone, lead to harmful effects on human health.

Many benefits

Cogeneration brings improved energy efficiency, reduced costs, lower pollution and energy to all Californians. It is helping to stabilize the price of energy consumed in the state by reducing the demand on the state's electrical grid and lowering the risk of rolling blackouts. The use of cogeneration is very widespread among energy-intensive industries in California, and has been instrumental in allowing such industries to remain competitive in world markets, despite the state's high energy costs.

For example, cogeneration is used in most of the state's petroleum refineries and paper mills, two industries that together employ about 45,000 Californians. Cogeneration also is widely used in plants that process agricultural products, in oil production and in the processing of non-ferrous minerals -- industries that employ hundreds of thousands of workers in high-wage jobs.

Why would we even consider letting this important source of electricity fade from the scene in California? Yet that is just what may happen unless the following steps are taken:

Require utilities to include cogenerated power as part of their long-term and short-term procurement plans. The state should support and maintain its existing energy infrastructure while it continues to seek new energy capacity and cogeneration should be included in the state's procurement plan.

Enforce existing cogeneration power purchase requirements. In order for the massive investments made in cogeneration by private businesses to survive, the state must enforce mandatory purchase by electric utilities of any surplus electricity produced by cogenerators.

Renew existing contracts with fair and reliable pricing terms for cogenerators. Like any business, cogenerators need contracts with utilities that are fair and allow them to remain financially viable and promote full use of energy efficient infrastructure.

Taking these steps will help make cogeneration an important player in making sure the lights stay on in California in the future.

Shafter threatens hardball over land

City considers suing over Bakersfield development

By JAMES BURGER

[Thursday, Aug. 19, 2004, Bakersfield Californian](#)

The city of Shafter threatened to sue the city of Bakersfield Wednesday night for approving a new development near 7th Standard Road.

The move heats up a simmering turf war between the two cities just as they head into settlement talks over an earlier lawsuit filed by Bakersfield.

Dean Silliman, an attorney representing Shafter, said Bakersfield was part of a "ruse" designed to approve large sections of development south of 7th Standard Road without proper environmental review.

And if the Bakersfield City Council approves the 80-acre tract of homes near Calloway Drive and Snow Road, Shafter would sue, he said.

Council members on Wednesday voted unanimously to make the first of two approvals of the project.

Silliman said Bakersfield "is taking the cities further down the road toward conflict."

Shafter City Manager John Guinn said his city didn't want to sue.

"All of us have to play by the same set of rules," Guinn said. "If they're following the rules then there isn't a problem."

He said Shafter isn't trying to retaliate against Bakersfield for a recent lawsuit the larger city filed against Shafter -- charging violation of the same environmental laws.

"Whether this is retaliation is only known to Shafter," said Bakersfield Vice Mayor David Couch.

A turf war between Bakersfield and Shafter has been warming to a boiling point for months.

Both cities want county land north of 7th Standard and are trying to move that land into their "sphere of influence" -- the first step a city takes to pulling land inside its city limits.

A county boundary agency next week will decide which city will get the land.

The Bakersfield City Council and the Kern County Board of Supervisors have signed off on an agreement that would postpone any swap -- if the boundary agency approves the deal.

On Wednesday, Silliman also claimed the agreement violated state environmental laws.