

Former Chair
Boiler Plate
Letters

2009
Intro
Simple Solution
Humboldt
Boilerplate
Dept of Trans + Federal
DOA and CARB
Tulio passing
middle
border

Good morning (afternoon) Chair Nicolas and board members
Rod Heady ^{and owner} President of Central California Power Shafter
Ca

I want to expound on the effective use of
funds whether Volkswagen, Cap and Trade, Carl Meyer
or any other funding ~~sources~~ sources.

Our ~~salvage~~ emissions person Raul ^{Portugal} spent three (3)
months finding, ~~convincing~~ ^{paperwork} and preparing and inspecting
one major ^{repower} project for 18 pieces (large over 300 hp
to 700 hp high running hour, older construction
equipment which was presented to our Air District
San Joaquin AQMD 9 months ago and approved
8 months ago on its cost effective and
immediate reductions ^{attributed} ~~project~~. This is a
\$4.8 M air board funding ^{project} with a five year life
NOx will be reduced by 356 Tons and PM by
15 Tons, the equipt will more than likely
work an additional 10 years or more, equating
to an additional 712 Tons of NOx and 30 more tons
of PM which ^{means a total of} ~~equates to~~ 1068 Tons of NOx and 45 Tons
of PM. ^{in 15 years} ~~most work~~ being done in environmental Justice Areas
The Air ~~board~~ ^{District} has been waiting to draw up
the contracts ^{but all} waiting on funds from CARB to execute them.
We could have completed the project in 4-5 months
and been reducing 6 Tons of NOx and 1/2 Ton of PM
every month.

Side Note a Dr. Allergist a neighbor said,
Charged together, had to give up
Wash golf because of this overwhelping
Patient and from air quality related
allergies especially PM particulate matter
So in asking
Cureas
got back to his Wash golf game
and clean your air

Rod Headley
18-4-4

Cost effective projects with immediate reductions
are definitely where the available funds should
be going. Carl Mayer funds administered ^{San Joaquin Valley} ~~SVAPND~~
by competently run ^{air districts} which we know ~~stand~~
is, after working with them since 2006 and
performing over 700 diesel engine repowers
providing a massive amount of NOX + PM reductions
(an average of 1200 Tons of NOx and 30 Tons of PM annually)
(not counting ^{privately} funded repowers ^{oil + gas} which amounts
in the realm of 200 in since 2006.) We have
proved that proper checking of cost effective
repowers are proven to be the best
bang for the buck on reducing NOX + PM₁₀
emissions

We have many more projects similar to
the example I have given but these
are also being held up for money

allocations ~~allocated~~. Repowers are far more
cost effective to the air districts and
are much more affordable ~~to~~ and
attractive to the end user but
the funds must be allocated in
a more ^{effective} ~~timely~~ manner, to insure
emission reductions are truly taking
place in a timely manner. With the
massive amounts of funding ^(dollars) \$ that
are being ^{amassed} ~~amassed~~ ^{into} ~~into~~ ^{large} ~~large~~ ^{pile} ~~pile~~ + bureaucracy
to allow for immediate reductions.