

Linda Urata, Coordinator

September 26, 2012

Commissioner Carla Peterman  
California Energy Commission  
Dockets Office, MS-4  
RE: Docket No. 12-ALT-02  
1516 Ninth Street, MS-29  
Sacramento, CA 95814-5512  
[docket@energy.ca.gov](mailto:docket@energy.ca.gov)

California Energy Commission

**DOCKETED**  
**11-AFC-3**

TN # 67358

SEP 28 2012

**San Joaquin Valley  
Clean Cities Coalition  
Coordinators**

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**Executive Committee**

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City of Clovis

Kirk Hunter, Treasurer  
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Aaron Tarango  
Valley Air District

**Project Clean Air**

Linda Wilbanks  
Kern Regional Transit  
Linda Urata

Dear Commissioner Peterman:

I am writing to urge you to support continued funding for propane vehicle incentives through the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVT Program). This program has helped propane customers, public agencies and private fleet operators throughout the State and in our region to reduce emissions, lower our dependence on foreign oil and save money through lower fuel costs by replacing traditionally fueled vehicles with vehicles designed to run on propane autogas.

I represent the San Joaquin Valley Clean Cities Coalition (SJVCCC), an organization officially designated by the U.S. Department of Energy Clean Cities Program ([www.eere.energy.gov/cleancities](http://www.eere.energy.gov/cleancities)). Our goal is to clean the air by reducing petroleum use in the on-road and off-road transportation sectors throughout eight counties in California's Central Valley. Our stakeholders develop public/private partnerships to promote alternative fuels and vehicles, fuel blends, fuel economy, hybrid vehicles, and idle reduction technologies. As you may know, the EPA rates the San Joaquin Valley as extreme non-attainment for the federal 1-hour ground level ozone standard, and non-attainment for PM2.5 standards. More than 80% of our pollution comes from mobile source emissions. We will continue to face increased asthma and other health issues, environmental damage to trees in our nearby forests and National Parks, and Federal penalties and sanctions for missing air quality attainment deadlines.

As one of the SJVCCC stakeholders who supports this request explains, "Currently the manufacturer, Ford in this case, is the recipient and gives a select few dealers the rights to the money (vouchers). This creates several problems. First, new money cannot be rewarded until all of the current money is used up and if the dealers that Ford gave this money to does not sell their share then the new money gets tied up. Second, it is not good for consumers because they don't know which dealer has the money available and the dealers that do not have any money (the majority of them) are not inclined to help consumers because all that does is allow their customer to buy from a competitor. Third, it makes more sense for the owner of the CARB certification (kit manufacturers) to apply for the money because they are in complete control of all the alternative fuel sales. So, in this case if a dealer wanted to buy an LPG truck they would order from Roush and be able to receive the CEC monies on each order. This would allow all dealers the incentive to try and sell the alternative fuel product and would also allow the CEC monies to free up much quicker for new money availability."

SJVCCC stakeholders have taken steps to help improve air quality including Sparkletts and Schwan's Home Service Inc. a subsidiary of The Schwan Food Company. Cities such as Exeter use propane in their fleets. Propane autogas reduces greenhouse gas emissions by 24 percent, nitrogen oxide emissions by 20 percent, and carbon monoxide emissions by 60 percent when compared to gasoline. The emissions reductions are even more significant when compared to diesel.

The ARFVT Program also helped make a difference in the economic justification for the switch to this cleaner, domestically produced fuel. Our 18 years of experience in the region shows that with the incentive, public and private fleets are able to see a positive return on their investment by switching to propane autogas in a short time period. In the current economic climate, this makes a big difference, and could be the difference between deciding to purchase propane autogas powered vehicles or not.

Commissioner Peterman, while no single alternative fuel can completely displace conventional fuels in the short term, propane autogas offers Californians significant environmental and economic benefits. Please continue funding propane vehicle incentives through the ARFVT Program, and if you have any questions please don't hesitate to contact me at [iwantcleanair@aim.com](mailto:iwantcleanair@aim.com).

Sincerely,

Linda Urata



**San Joaquin Valley  
Clean Cities  
Coalition**

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