Implementation Challenges for Reducing Diesel Emissions

San Joaquin Valley Air Pollution Control District

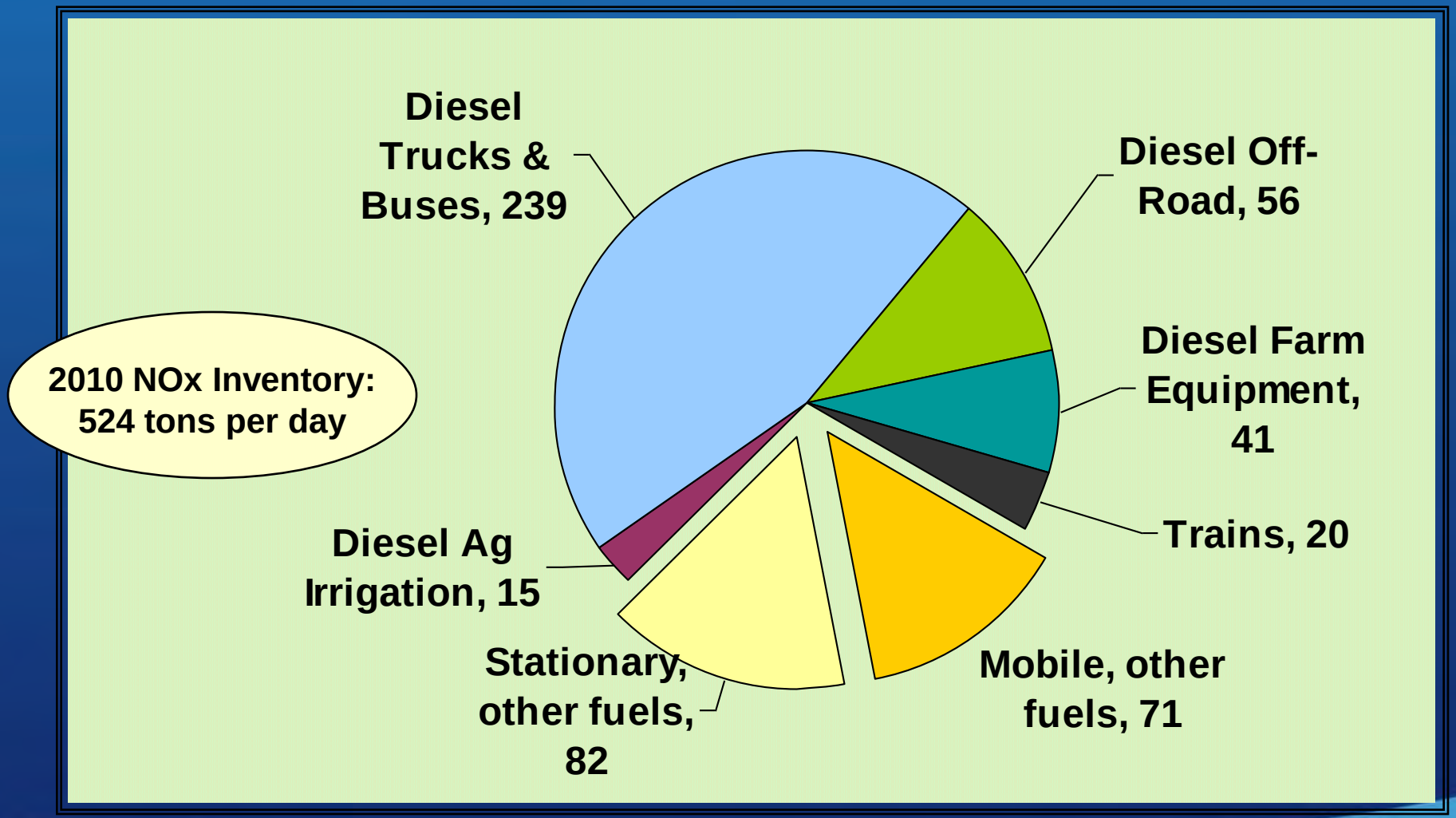
West Coast Collaborative Conference

September 29, 2010

San Joaquin Valley Air Quality & Diesel Emissions

- Attainment for ozone and PM2.5 rely on Diesel reductions
- Ozone
  - NOx is the key precursor
  - SJV needs 75% reduction from 2005 level to meet 1997 NAAQS
- PM2.5
  - Valley is impacted by nitrates: NOx is the key precursor
  - Diesel PM is the key risk factor
- 80% of San Joaquin Valley NOx is from mobile sources, beyond District's regulatory authority

70% of San Joaquin Valley NOx from Diesel



What are we doing with Diesel in the San Joaquin Valley?

- **Incentives** – Ag Engines, School Buses, Trucks, Locomotives
- **Regulations** – District & ARB:
- **Programs and Advocacy**
  - Technology Advancement Program
  - Marine Highway
  - Inland Ports
  - Health Air Living Partners,
  - Environmentally Preferable Purchasing
  - Voluntary Emission Reduction Agreements

Diesel Incentive Projects, 2006-10

- Sizable emission reductions
  - NOx 27,500 tons
  - PM 2,700 tons
- Expenditures
  - Ag Irrigation Engines $59 million
  - Off-Road $29 million
  - School Buses $41 million
  - On-Road $33 million
- 2010-11 Appropriations $112 million

One of M&ET's own Railpower RP20BDs 2000 at the McClure shops on May 7, 2010.

Steve Sloan Photo

Implementation Challenges

- ARB regulations are consuming surplus, grant-eligible emission reductions
- To a much lesser degree,
  - Prop 1B cost effectiveness thresholds
  - Disproportionate work spending final funds
  - Unused administrative funds cannot be used for projects

Recommendations

- To local/state agencies issuing EPA grants:
  - Consider EPA as your partner; build trust, keep communications open
- To state and federal funding agencies:
  - Work with states/locals to facilitate use of all project and administrative funds
  - Air quality standards are getting tougher: Keep all incentive funds flowing.