



Air Quality: Transportation and Mobile Sources

Presentation to the Measure C Steering
Committee

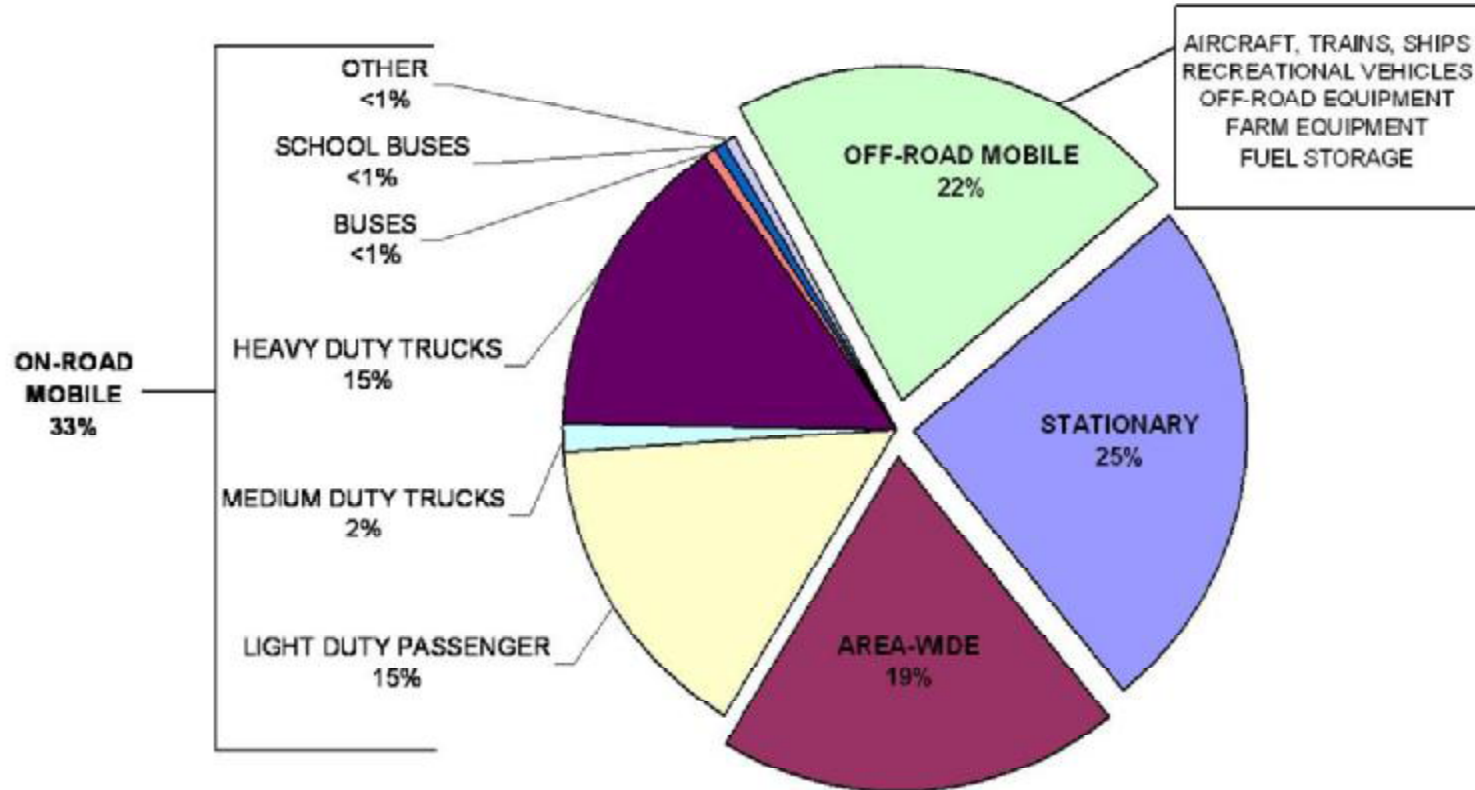
July 8, 2005

[Summary]

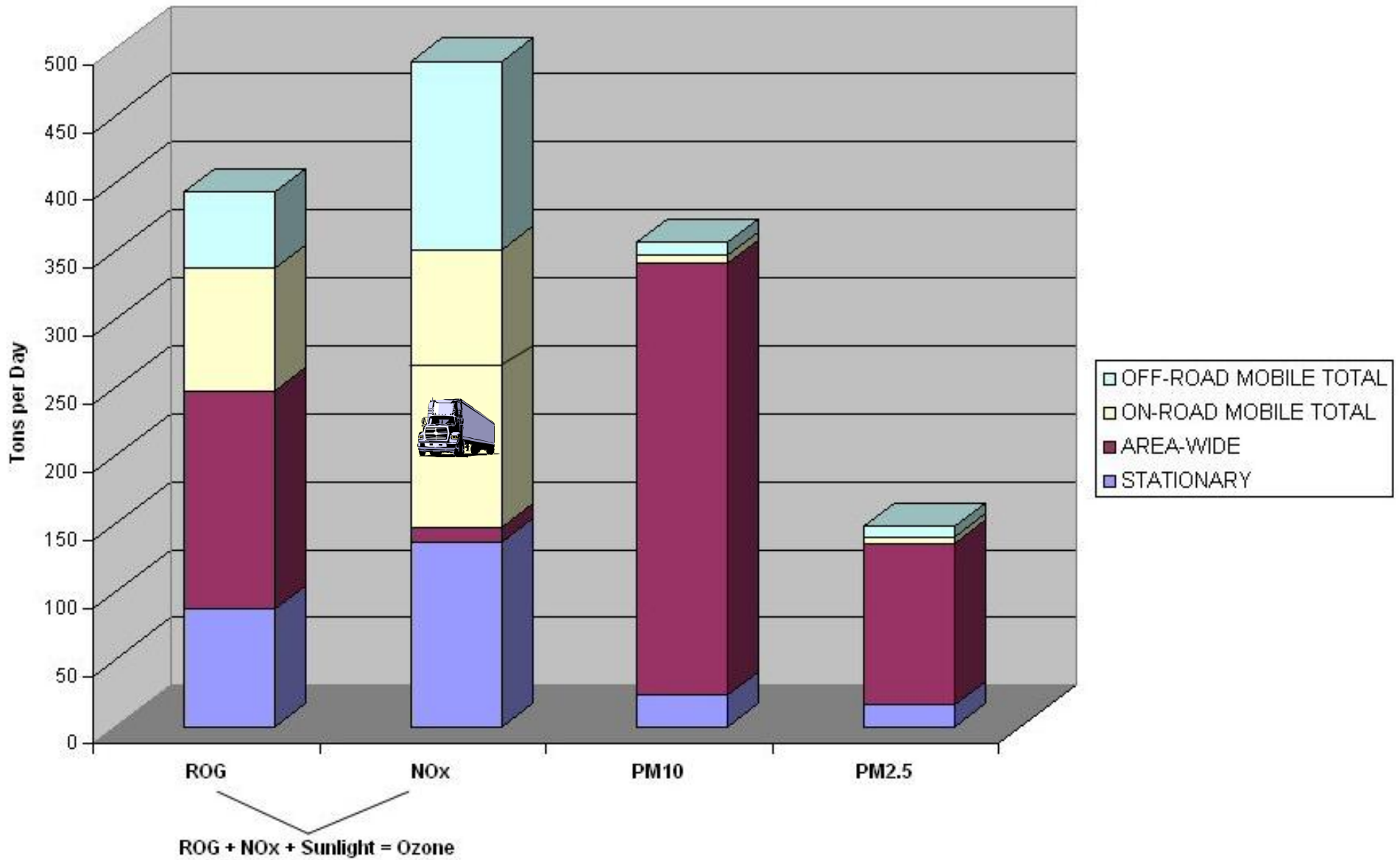
- n San Joaquin Valley Air Quality
- n Air Quality Challenges
 - i Aging Fleet
 - i Goods Movement and Trucks
 - i VMT
- n Resources for Improved Air Quality
- n Opportunities for Improvement
- n Successful Sales Tax Measures – Lessons Learned

Air Quality – Emissions Inventory

2004 San Joaquin Valley Ozone Emissions (ROG + NOx)

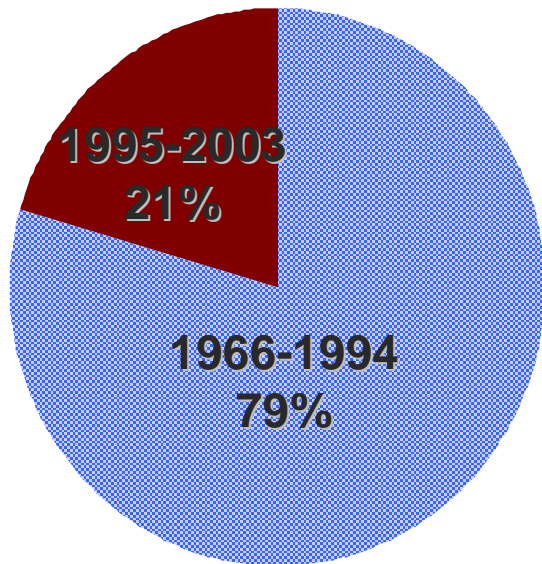


2004 San Joaquin Valley Emissions Inventory



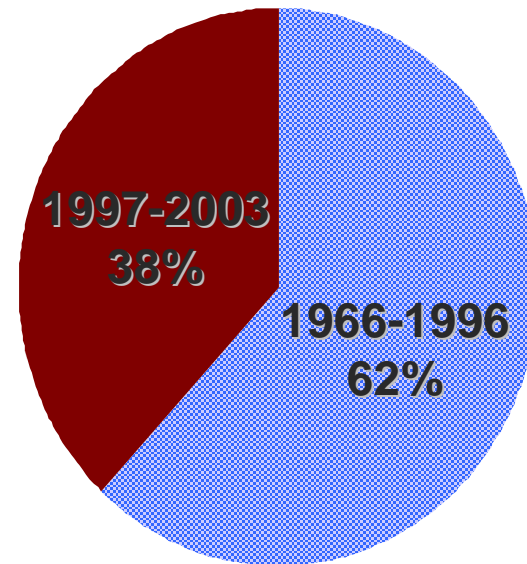
[An Aging Fleet...]

Passenger Vehicles



- Vehicles exempt from Smog Check
 - 3% of vehicles
 - 15% of emissions

Heavy-Duty Trucks



- 80% of all diesel engines in California are over 10 years old

[Truck Travel]

1998



2020



- n >80% of tonnage is moved by trucks
- n 30% of vehicles on I-5 and 24% of vehicles on 99 are heavy-duty trucks
- n 50% of the truck commodity movements (by tonnage) are intra-Valley

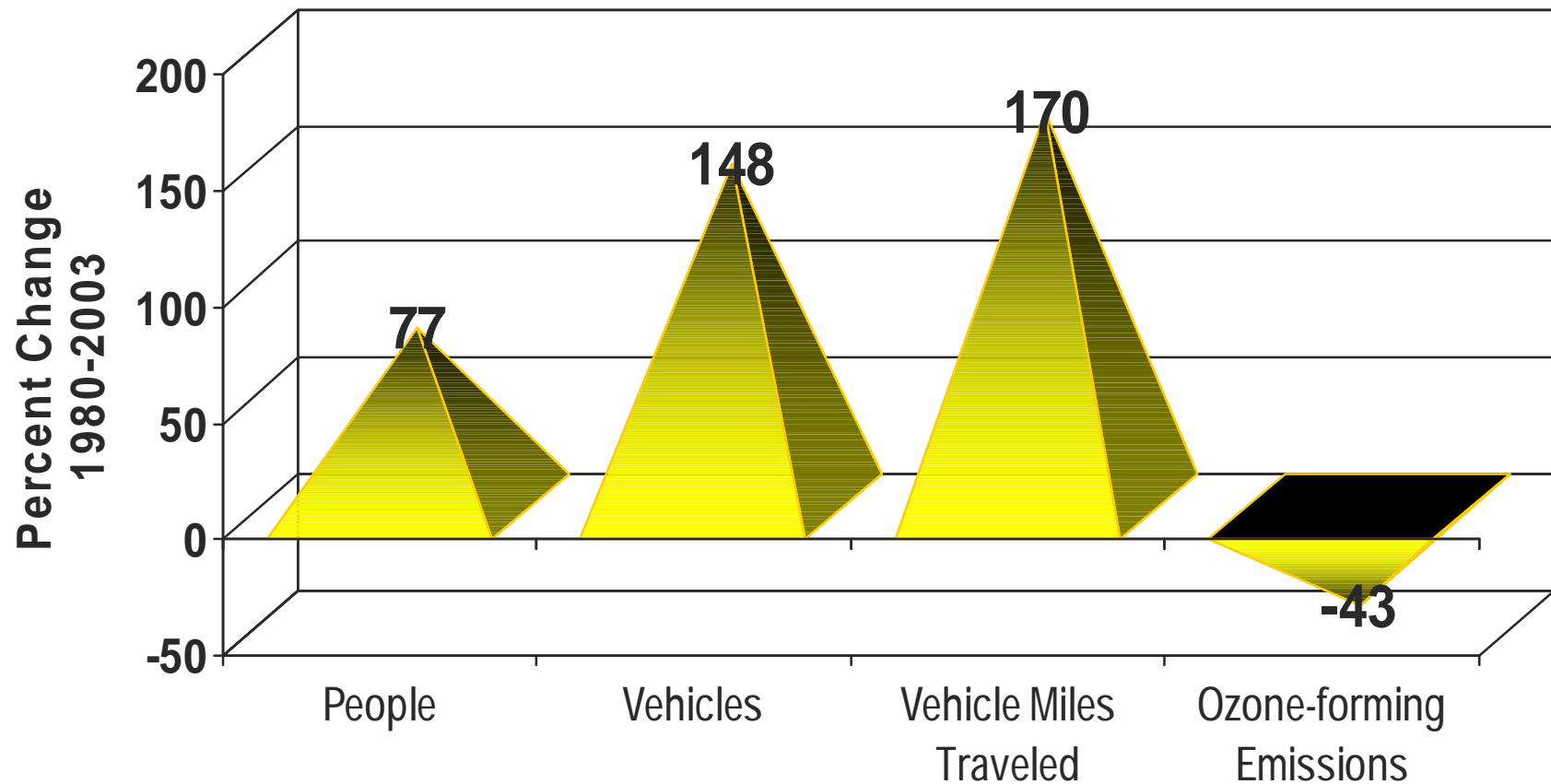
[Truck Emissions]

- n Estimated 2%-4% of on-road fleet in CA
 - i Yet, over 40% of NO_x from on-road vehicles
 - n 50% of PM from on-road vehicles
- n ARB currently updating emissions from Heavy-Duty Trucks
 - i VMT increases in the Valley by 75%
 - i NO_x increases by 60 tons per day in 2000
 - i Heavy-Duty Truck Category increases from 15% to 20% of Ozone Inventory

[Impact of Through Trucks]

- n ARB and Fresno COG developed DRAFT analysis
 - i MHDT + HHDT Truck emissions are approximately 130 tons per day (ROG + NO_x)
 - i Through trucks account for approximately 15 tons per day
 - i 12% of total truck emissions

VMT and Emissions



- 3% Reduction in Peak Ozone Concentration in the San Joaquin Valley (1990-2003)

Current Resources for Improved Air Quality

- n Federal Regulations

- i 2006 Fuel (ULSD) Requirements
- i 2007 Engine Standards

- n Air District Funding

- i DMV Fees - \$8 to \$10 million per year
- i Carl Moyer - \$11 million per year

[Opportunities for Improvement]

- n Tax Credits for Air Quality Improvements
 - i Tax credit up to 35% of Retrofit Cost (OR)
- n Market Incentives
 - i To increase fleet turnover
 - i To purchase or produce "cleaner" technology/vehicles
 - i To encourage retrofits of emission control technology
- n Rest Stop Electrification
- n Subsidize ULSD
- n Contract Language for Cities/Counties

Successful Sales Tax Measures -- Lessons Learned

- n Variety of Approaches
 - i “Traditional” Bike Lanes, Congestion Relief, etc.
 - i Air Quality Funds, Land Use Initiatives, and Vehicle Purchases
- n Contra Costa
 - i Commute Alternatives – 1% (\$20M)
- n Sacramento
 - i Transportation-Related Air Quality – 1.5%