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14-5-3

San Joaquin Valley
Air Pollution Control District
Vehicle Replacement Pilot Program

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HEALTHY AIR LIVING

Proposed EFMP Amendments

- Effective strategies for vehicle replacement are critical in the Valley
 - Chronically high unemployment
 - High percentage of low-income disadvantaged communities
 - Oldest 10% of vehicle population accounts for 50% of pollution from all light-duty vehicles
- Must be tailored towards conditions in specific regions
 - One size fits all approach will not work
 - Program complexity and cost will be major barrier in low income disadvantaged communities

HEALTHY AIR LIVING

Valley Air District Programs

- Polluting Automobile Scrap and Salvage (PASS) Program (\$2 million)
 - Replaced over 200 vehicles
 - Scrapped additional 500 vehicles
 - \$5,000 incentive
- Tune In Tune Up Repair Program (\$12 million)
 - Provides financial assistance for smog-related repairs on existing vehicles
 - More than 40 weekend events
 - Over 7,600 vehicles repaired



Assisting Communities in Need

- Tune-In Tune-Up excels at reaching low income and minority populations
- 50% of vehicles participating in an event are from EJ communities and 50% more likely to complete repairs
- 2 out of every 3 vehicles repaired were last registered in an EJ community
- 98% of vehicles with lapsed registrations have successfully registered following completion of repairs



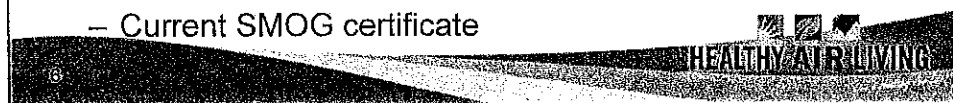
Replacement Pilot Program

- SJV Board adopted \$100,000 pilot program for vehicle replacements
- Builds on success of repair program
 - Branding, name recognition, solid reputation, etc.
- Complements successful repair program
- Utilizes existing weekend repair events to identify and engage candidates for replacement



Replacement Pilot Program

- Targeted vehicle population:
 - Pre-1996 model years (Pre-OBD II)
 - Registered or unregistered
 - Emissions failure at weekend repair event
- Receive voucher for \$5,000 for vehicle retirement/replacement redeemable at regional dealership
- New Vehicle Criteria:
 - Replacement vehicle must be maximum of 8 years old (currently 2006 or newer)
 - Less than 100,000 miles
 - Current SMOG certificate



Pilot Program – Lessons Learned

- Results very favorable:
 - 18 vehicles replaced
 - Several more in queue
- Successful implementation requires significant hands-on assistance throughout the entire process
- Obtaining financing can be extremely challenging for this demographic
- District has been engaged with ARB to share findings



City	Retired Vehicle	Odometer	New Vehicle	Odometer	Price
Fresno	1990 Oldsmobile Cutlass	138,000	2007 Hyundai Azera	56,473	\$14,000
Stockton	1993 Toyota Previa	262,779	2008 Toyota Corolla	71,347	\$12,599
Selma	1995 Honda Odyssey	120,807	2009 Scion XB	64,165	\$13,599
Modesto	1991 Toyota Corolla	218,651	2007 Volkswagen Jetta	80,702	\$13,287
Bakersfield	1991 Honda Civic	198,316	2008 Ford Escape Hybrid	84,100	\$16,599
Arvin	1991 Nissan Maxima	230,084	2011** Chevy Malibu	33,496	\$14,988
Arvin	1990 Mercedes	291,411	2012** Chevy Malibu	41,025	\$15,599
Wasco	1991 Chrysler New Yorker	157,578	2008 Toyota Corolla	37,908	\$12,998
Delano	1989 Honda Civic	273,791	2013 Chevy Spark	7,761	\$18,998
Fowler	1988 Mazda B	237,601	2008** Pontiac G6	55,000	\$11,998
Vlaalla	1988 Honda Accord	249,648	2012** Chevy Cruz	58,022	\$15,998

**These vehicles would not be eligible under currently proposed MPG requirements



Suggested Enhancements

- **Raise base incentive level**
 - Offer \$5,000 base incentive for low and moderate income participants
 - Incentives for electric, plug in, or more fuel efficient vehicles adjusted accordingly
- **Adjust minimum fuel economy requirements**
 - Set minimum MPG of 20 for any model year
 - participants can purchase a vehicle that meets their needs
- **Focus EFMP funding on low income and Environmental Justice communities**
 - Other incentives already available for zero emission and plug in hybrid vehicles (CVRP)

