

Written Submission for the October 26, 2017, Board Meeting

17-10-4:PUBLIC MEETING TO HEAR AN UPDATE ON CALIFORNIA'S ALLOCATION OF THE VOLKSWAGEN ENVIRONMENTAL MITIGATION TRUST (FIRST PARTIAL CONSENT DECREE, APPENDIX D)

#	Name/Organization	Date of Letter
1.	Michael Neuenburg / SAQMD	Oct. 26, 2017
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17-10-4

Good Morning to Chair Nichols, and to the ARB Board and Staff,

My name is Mike Neuenburg and I'm representing the Sacramento Metropolitan Air Quality Management District.

I would like to take a moment to say thank you for the opportunity to speak to all of you today, beginning with a special thanks to Directors Mitchell and Serna for their willingness to take the time to meet with CAPCOA and discuss how CARB and the local air districts can find ways to work more effectively together.

Here are some key elements that the District would like to address today regarding the use of Volkswagen funds.

- Air Districts are deeply experienced in managing multi-million dollar incentive programs. We can get the funds out efficiently and quickly. Sac Metro AQMD has partners lined up through our work on other incentive programs.
- Using valuable lessons learned from successful incentive programs like Prop 1B, and Moyer, we're confident that Air Districts can work with ARB in a public process to establish streamlined guidelines that would help the State meet its goals in distributing these funds efficiently and equitably. Open solicitation approaches have proven to be less efficient and more cumbersome for all stakeholders. We have spoken to several community and industry partners who have become discouraged by the solicitation process. As such, we encourage ARB staff to consider a guidelines approach when distributing these funds.
- Air Districts are routinely audited and have continually proven themselves with clean audits. Sac Metro AQMD was recently audited by the State and had no audit findings.
- Air Districts are also well-equipped to handle scrap and replace programs. We have the inspections programs in place to monitor and ensure that all components are met, including the scrap program.
- We feel it is imperative that these state funds are distributed equitably throughout the state. The cheater cars were sold all over California, and those not being replaced will continue to operate in places like Sacramento for years to come. We need to ensure these cars' emissions are fully mitigated throughout California.
- The Sacramento region does not attain all federal air pollution standards. Funding to replace mobile equipment is a critical need identified in our attainment plans.
- Even further, the Sacramento region includes multiple communities that rank among the most disadvantaged in the state according to CalEnviroScreen. The residents of these communities need cleaner air, and dedicated funds should be spread throughout the most disadvantaged communities in all of California.
- Sac Metro AQMD believes that 15% of the funds should be dedicated towards statewide infrastructure. However, we believe this infrastructure should stretch beyond the urban corridors and reach the Oregon and Mexican borders. This would enhance public acceptance for advanced technology through all regions of California.

Once again I would like to thank you for the opportunity to speak to you today, and I would request that you please consider these points as you move forward with the program development.