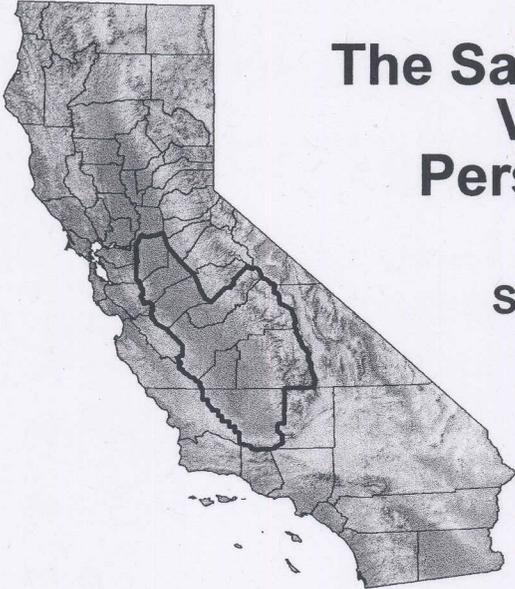


07-7-7  
Rick McVaigh



**The San Joaquin  
Valley  
Perspective**

**San Joaquin Valley  
Air Pollution  
Control District**

**September 27, 2007**

1

**Rick McVaigh**  
**Deputy Air Pollution Control Officer**

**San Joaquin Valley  
Air Pollution Control District**

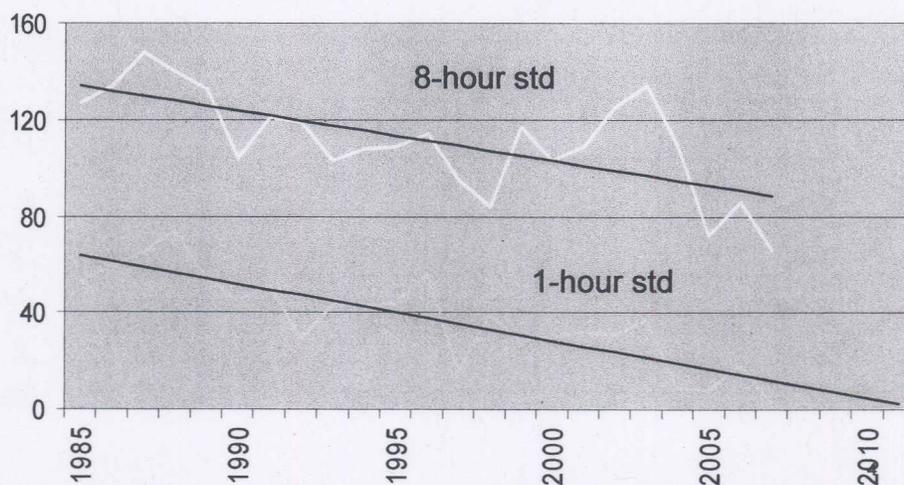
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## Past Progress

- Emission reductions, 1990-2005
  - Mobile NOx & VOC – 23%
  - Stationary NOx & VOC – 60%
- Ozone, 1987-2007, 3-yr averages
  - 84% fewer days over 1-hr standard
  - 45% fewer days over 8-hr standard
- PM10
  - EPA has confirmed attainment determination
  - Re-designation in progress

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## San Joaquin Valley Ozone - Days over NAAQS



## The Challenge Ahead

- Ozone Carrying Capacity – 160 NOx tons per day
  - Ozone levels in Arvin drive the design of the SJV Plan
  - Demands a 75% NOx reduction from 2005 levels
  - All major control measures must achieve 75% reduction
- Strategy
  - “Turn over every stone”
  - Contents – regulations and incentives
  - Cost - \$20 billion
  - Benefits
    - 90% of Valley population in ozone attainment by 2020
    - Expected to provide PM2.5 attainment by 2015

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## NOx “Attainment Gap”

	2017	2020
NOx reductions needed to reach attainment from 2005, tons/day	464	464
NOx reduction from District 2007 Ozone Plan ( <i>with Original State Strategy</i> )	337	365
Additional NOx Reductions from <i>Enhanced State Strategy</i>	26-31	~0
<b>NOx “Attainment Gap”</b>	<b>96 - 101</b>	<b>~99</b>

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## **Fast Track Measures**

### **“Footprint” Measures**

- Green Contracting
- Episodic & Regional Controls, including Spare the Air
- Green Fleets (Public Sector)
- Alternative Energy
- Energy Conservation
- Heat Island Mitigation

### **Goods Movement**

- Truck Replacement / Retrofit
- Short Sea Shipping
- Inland Ports
- High Speed Rail

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**Tom Jordan**  
**Senior Policy Advisor**

**San Joaquin Valley**  
**Air Pollution Control District**

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## Need for Incentive Dollars

- Mobile Sources account for 80% of SJV NOx
  - Heavy-duty trucks, construction equipment, etc.
- ARB new vehicle and fleet standards will help
  - Vehicles will be cleaner, more will be replaced
- But diesel engines are very durable.....
- Without more help, legacy fleet of older, dirtier vehicles will endure and further delay attainment
- Incentive dollars are needed to upgrade the fleet to bring the Valley into attainment as soon as possible
- Seeking \$200 million per year

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## Proposed Funding Sources for Incentive Programs

<b>Current Air District Funding Sources (Indirect Source Review, DMV fees, Carl Moyer)</b>	<b>\$40M</b>
<b>State Government</b>	<b>\$60M</b>
<b>Federal Government</b>	<b><u>\$100M</u></b>
<b>Total</b>	<b>\$200M</b>

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## District Plans for Using Funding

- Retrofit or replace 28,000 more heavy trucks
- Retrofit or replace 7,000 high emissions tractors
- Replace or electrify 4,500 more ag engines
- Retrofit or repower portable equipment
- Repower or retrofit line-haul and switch locomotives
- Reduce construction emissions by 4 more tons/day under SOON approved by your Board
- Control emissions form forklifts, school boilers, etc.
- Scrap 35,000 gross polluting cars

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## Benefits of Incentive Programs

**Over 1,000,000 more people breathing cleaner air**

	2015	2020
% of Valley residents living in attainment w/o incentives	35%	65%
% of Valley residents living in attainment w/ incentives	50%	90%
Number of additional Valley residents living in attainment	600,000	1,100,000

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**James Sweet**  
**Atmospheric Scientist**

**San Joaquin Valley**  
**Air Pollution Control District**

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## **Transport from Other Air basins**

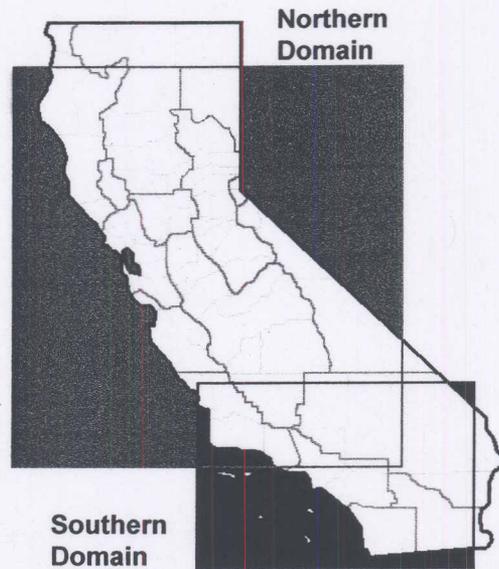
- Domain-wide reductions
- Problem: Transport impact on 8-hour ozone has not been assessed
- New Issues: Transport seen from different directions
- Can reductions be identified that will be beneficial to earlier attainment?

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## Ozone

### Attainment and Transport

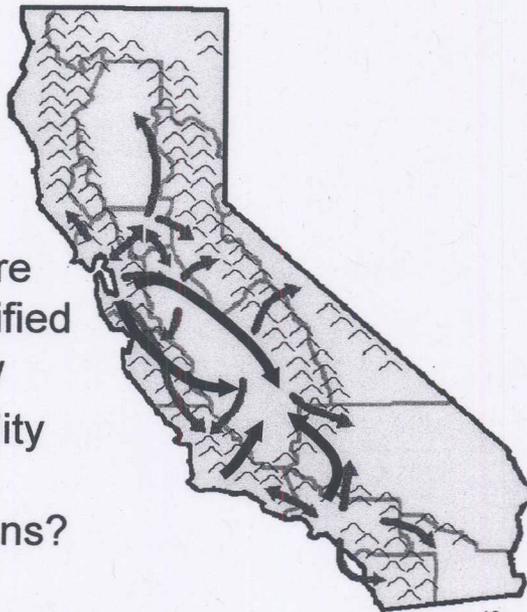
- Modeling domain-wide reductions
- Strategies in other air basins impact/help Valley attainment
- Evidence of north and south transport corridors



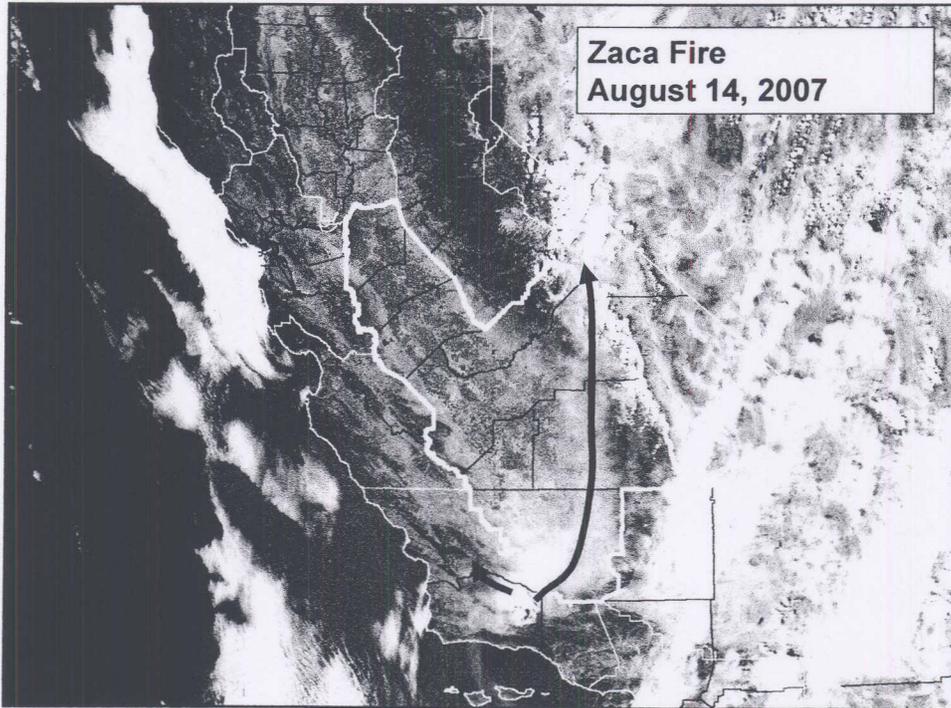
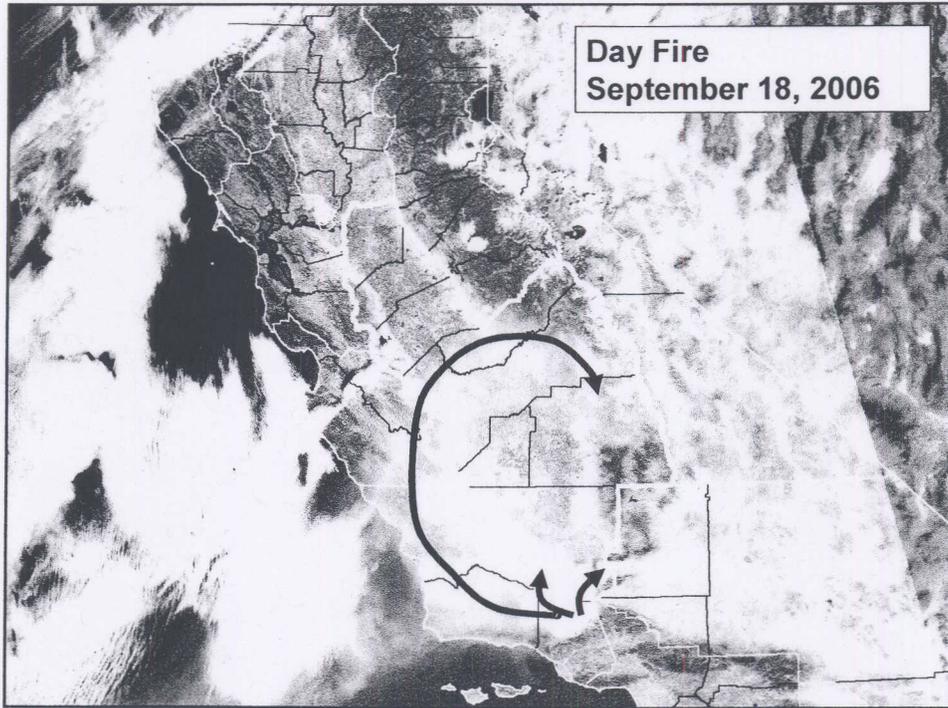
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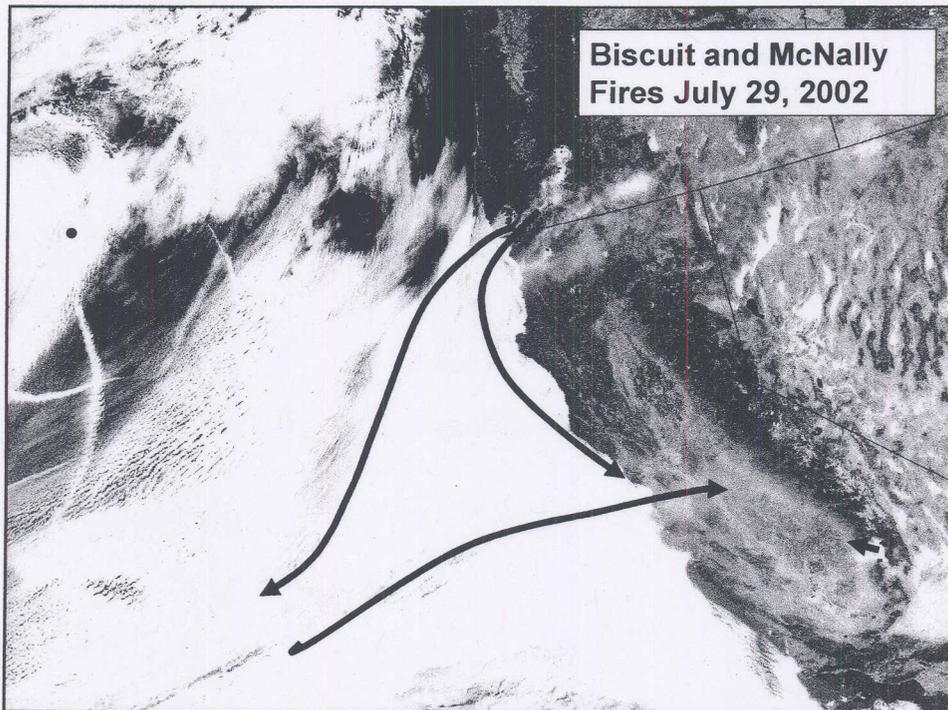
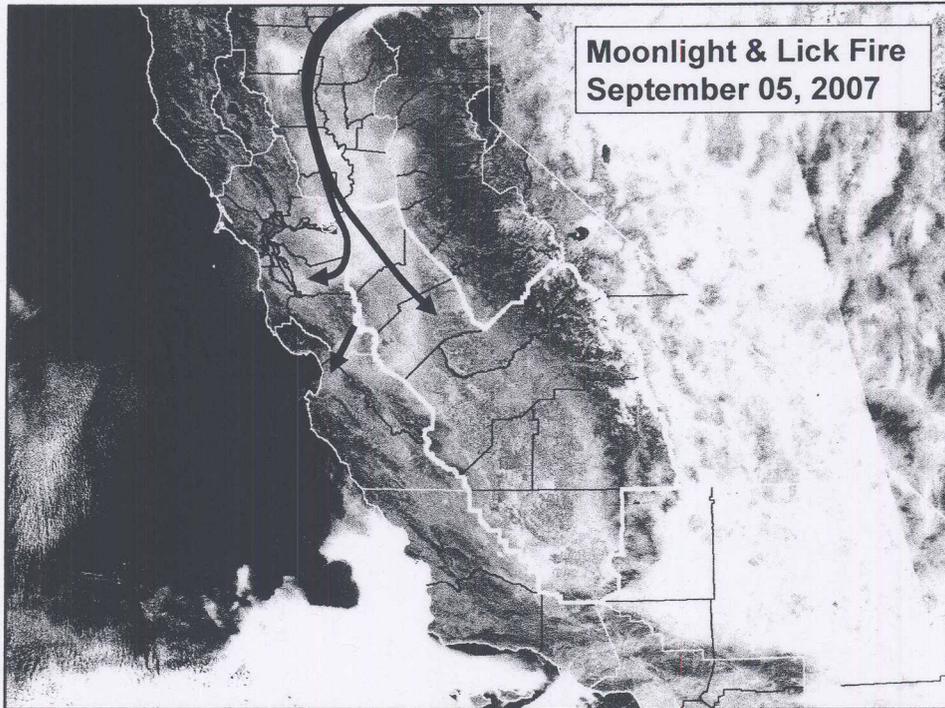
## Transport Couples

- Air travels by more routes than identified in triennial review
- Are there air quality impacts from unidentified regions?



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**Seyed Sadredin**  
**Executive Director**  
**Air Pollution Control Officer**

**San Joaquin Valley**  
**Air Pollution Control District**

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## **Do Everything Possible to Beat the 2024 Deadline**

- Dual Path Strategy
- Fast Track Task Force
- Demand ARB and EPA to continue to pursue most effective mobile source regulations
- Pursue more funding for incentives
- Develop & implement Fast Track Measures



## **San Joaquin Valley Fast Track Task Force Members**

- Hal Bolen, Operation Clean Air
- Les Clark – Independent Oil Producers Agency
- Manuel Cunha – Nisei Farmers League
- Kelly Deming – Kings County Citizens for a Healthy Environment
- Jan Ennenga – Manufacturers Council for a Healthy Environment
- Jim Ganduglia – Ganduglia Trucking/California Trucking Association
- Roger Isom – California Cotton Ginners and Growers Association
- Mark Keppler – Maddy Institute – CSU Fresno
- David Lighthall – Central Valley Health Policy Institute – CSU Fresno
- Susan Noble – Western States Petroleum Association
- Sarah Sharpe - Coalition for Clean Air
- Ron Silva – Westar Transport/ CA Trucking Association
- Katie Stevens - Maddy Institute-CSU Fresno and Governor's Partnership for the San Joaquin Valley
- Kim Thompson - Fresno Madera Medical Society
- Kevin Hamilton – Medical Advocates for Healthy Air

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## **Fast Track Task Force Recommendations**

- Adopt the enhanced state strategy subject to the following conditions:
  - Add/revise language to remove impediments to early reductions
  - Statement of support for new technology development (Fuel efficiency, CAFE, locomotives, retrofits)
  - Commitment from CARB to ensure Valley's fair share of Prop. 1b funding
  - Commitment from CARB to support efforts to secure additional incentive funding sources

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## Additional District Recommendations

- Partner with the air districts to better quantify pollution transport
- Assure that upwind districts are doing everything possible to mitigate transport (reliance on “all feasible controls” approach no longer sufficient)

