

## Air Quality Improvement Program: Long-Term Funding Vision

To achieve the pace of technology advancement needed, incentives must support increasingly low-emission and low-carbon technologies as they are introduced to the market. Light-duty incentives lay a critical groundwork for advancing heavier technologies.

**Figure 1: Evolution of Funding Need for Light- vs. Heavy-Duty Sectors**

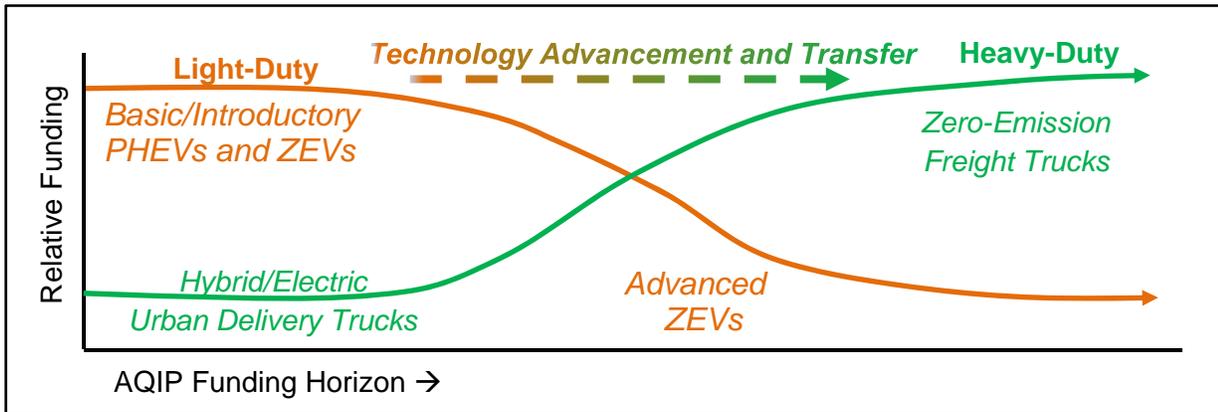


Figure 1 does not indicate absolute funding levels or funding commitments, but is intended to illustrate expected evolution of funding needs between the light- and heavy-duty sectors.

**Table 1: Commercialized Technologies by Vehicle Sector**

Vehicle Type	Number of Vehicles per Technology in California	Comments
<b>Passenger Cars</b>	Plug-In Hybrid: >30,000 Battery-Elec. ZEV >30,000 Fuel Cell ZEV >100	Hybrid cars have laid groundwork for today's ZEV rollout. Technology transition to heavier sectors is critical.
<b>Pick-Up Trucks/ Vans</b> (8,500 - 14,000 lbs)	Hybrid >10 Zero-Emission >10	Significant room for growth. Vehicles below 14,000 lbs must meet more stringent ARB certification requirements.
<b>Urban Delivery Trucks</b> (14,001 - 33,000 lbs)	Hybrid >500 Zero-Emission >300	Fixed stop-and-go routes maximize efficiency. Majority of HVIP funds are for this vehicle type.
<b>Work Trucks</b>	Hybrid >10 Boom Truck w/ ePTO >100	Relatively low total emissions but often proximate to/within communities.
<b>Buses</b>	Hybrid >1,000 Plug-In Hybrid >100 Battery-Electric ZEV >100 Fuel Cell ZEV >10	FTA grants of up to 80 percent of transit bus purchase cost have accelerated technology deployment in the transit bus sector.
<b>Short- and Regional-Haul Trucks</b>	none	Biggest contributor of criteria pollutant, air toxic, and greenhouse gas emissions. Also most challenging sectors to achieve zero-emissions due to performance requirements. AQIP investment in freight demonstration projects intended to address this challenge.
<b>Long-Haul Truck</b>	none	