

## Valley air district receives \$88 million from CARB for reducing emissions

By Steven Mayer

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The San Joaquin Valley Air Pollution Control District received more than \$88 million in Cap and Trade funds from the California Air Resources Board, the air district reported Monday.

A major portion of the funds, \$80 million, will be used to support programs that reduce emissions, including funds to help farmers, truck drivers and businesses replace heavy-polluting trucks, diesel equipment and school buses with low- or zero-emission vehicles and equipment.

The funds also will support the District's implementation of AB 617, which requires the state ARB and air districts to come up with additional plans to report, monitor and reduce emissions.

The specific projects have yet to be finalized, said district spokeswoman Jaime Holt, but the funding will be used for such projects as:

- Heavy-duty diesel agricultural equipment (tractor) replacement
- Medium- and heavy-duty on-road truck replacement with zero/near-zero emission technology
- Heavy-duty emergency vehicle replacement of diesel with natural gas technology
- Agricultural irrigation pump replacement/electrification and associated infrastructure
- Agricultural zero-emission utility vehicle deployment/replacement
- Alternative fuel infrastructure (fueling stations)
- Locomotive (line-haul, short haul, switcher) replacement with cleaner diesel/hybrid/zero-emission technology
- Yard truck replacement with zero-emission technology
- Forklift/cargo handling equipment replacement with zero/near-zero emission technology
- School bus replacement with zero/near-zero emission technology

"We plan to hold community meetings throughout the Valley to hear from the residents about their preferences and recommendations for the types and locations of projects to be funded," Holt said.

District Executive Director Sayed Sadredin says the district needs about \$1 billion a year to replace hundreds of thousands of trucks with newer trucks that are 90-percent cleaner. But that level of funding is not available to the valley, although some argue that the region, with its chronic air pollution problems, deserves extraordinary funding to combat the problem.

We asked Holt a few questions about the funding and the effect it has.

1) How many polluting vehicles will be replaced or retrofitted with these millions?

"We will determine emission reduction benefits from each project, prioritize them in order of cost effectiveness and make selections. The total number will depend on the types and costs of each project."

2) Should we assume this funding doesn't affect cross-through traffic on Interstate 5 and Highway 99, vehicles that are based elsewhere but use these freeways through the valley?

"The District will fund any projects that have emission reduction benefits in the SJ Valley regardless of where it is domiciled. Bay Area Air Quality Management District and South Coast Air Quality Management District also received funding which could be used on vehicles which travel through the valley."

4) Should the San Joaquin Valley receive a larger piece of the Cap and Trade pie, based on our chronic air problems?

"We are happy that through the advocacy efforts of the district and other valley stakeholders, we have made significant progress in communicating the valley's public health needs and advancing policies that prioritize funding based on need rather than population. Although we have succeeded in receiving

significant funding that is more proportional to our need, our position remains that more resources are still needed to fully address our air quality challenges."