The Plans…

• District’s 2007 Ozone Plan – April 2007
  – “No stone left unturned”
  – Additional stationary source reductions
  – Relies heavily on mobile reductions
    (responsibility of state and federal gov’ts)
  – Counted all reductions allowed by EPA

• District’s Fast-Track Action Plan – June
  – Reductions EPA can’t consider in ozone plan
  – Incentives for early mobile reductions
Government Fleets

• Government fleets include anything on wheels!
  – Truck cabs and cranes
  – Street sweepers, garbage trucks
  – Bulldozers, other earthmovers
  – Utility trucks and vans
  – Forklifts, tractors
  – Cars and pickups
  – Gas-powered carts and scooters
What are Green Fleets?

To be green fleets:

– Replace vehicles earlier than normal
  • New 2007 engine is 80% cleaner than average
  • New 2010 engine is 80% cleaner than 2007!
  • Normal turnover: 8-12 years

– Replace or retrofit with cleaner than normal
  • New diesel engines
  • Electric and hybrid light duty
  • Compressed Natural Gas (CNG)
  • Exhaust Controls (catalyst, etc.)
A rough estimate…

• Air Quality Footprint of Government Fleets in the San Joaquin Valley
  – Using partial data, extrapolating over entire valley…
  – Perhaps 40-50 tons of NOx/day
    • Compare to valley-wide mobile source NOx inventory: 500 tons/day
  – Need a more accurate inventory before we can decide the best approaches
Green Fleets

• Next steps:
  – Upcoming survey – 10/07
  – Establish valley-wide footprint – 12/07
  – Meet with governmental fleet managers – early 2008
  – Develop targeted incentives for early emissions reductions from government fleets
  – Hold public hearings on incentive proposals, adopt and implement program
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