2007 San Joaquin Valley Air Quality Symposium: Taking the Fast Track

Truck Replacement and Retrofit

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Truck Replacement and Retrofit

• Program Goals
• Questions to be Answered
• Potential Scenarios
• Incentive Program Successes
• Public Process
Program Goals

• Achieve maximum amount of emission reductions as expeditiously as possible
• Provide District funding flexibility
• Exceed reductions from proposed ARB On-Road Private Fleet Rule
• Ensure vehicles funded will be compliant with proposed regulations and/or achieve early reductions
Questions to be Answered

• A number of questions and issues need to be addressed to achieve program goals:

1. Which model year trucks to target?
2. What are the costs?
3. How to ensure surplus emission reductions?
Which Trucks to Target?

• Newer model year trucks (2003-2008)
  – Lowest tail pipe emissions and highest mileage

• Mid-range model year trucks (1995-2002)
  – Higher tailpipe emissions and high mileage

• Older model year trucks (pre-1995)
  – Highest tailpipe emissions and lowest mileage
What Are the Costs?

• Determine incentive funding per truck
• Establish truck owner contribution
• Debt service issues
• Value of replaced truck and willingness to relinquish
• Total incentive funding required to implement program
How to Ensure Surplus Emission Reductions?

• District has experience verifying surplus emission reductions

• Verify emission reductions would not occur through normal fleet turnover
  – Develop criteria to discover which trucks should be targeted for replacement/retrofit
Potential Scenarios

- Four scenarios currently being evaluated

1. Two tiered transaction:


3. One tiered transaction: 2004 ➔ pre-1995

4. Retrofit only (Model Year to be determined)

- Scenario combinations also possible
- Other scenarios may be considered
Scenario 1
2 Tiered Transaction

Applicant 1

New 2008 MY Truck

Existing 2004 MY Truck

Applicant 2

Install

Retrofit 2004 MY Truck

Existing 1995-2002 MY Truck

Replaces

Replaces

San Joaquin Valley AIR POLLUTION CONTROL DISTRICT
Scenario 2
1 Tiered Transaction

New 2008 MY Truck

1995 - 2002 MY Truck
Scenario 3
1 Tiered Transaction

2004 MY Truck (with retrofit)

Replaces

Pre-1995 MY Truck
Scenario 4
1 Tiered Transaction

2004 - 2006 MY Truck

Highest Level Retrofit
Incentive Program Successes

• The District has operated highly successful incentive programs since 1992
• District awarded over $179 million
• Reduced 57,000 tons of lifetime emission reductions (NOX, PM, ROG)
• District has recently been audited by three separate State agencies
  – Establishes District as one of the most effective incentive programs in the State
Public Process

• Consult trucking industry representatives
• Consult District Fast Track Advisory Committee
• Consult Air Resources Board