

Support SB 11 (Pavley) and AB 8 (Perea and Skinner)



ACTION IS NEEDED: Air pollution in California is the source of major health, environmental, and economic problems. Cost-effective incentives are needed to clean up older vehicles and equipment and to accelerate the deployment of clean, next-generation technologies.

PROBLEM

California's highly successful and proven clean air incentive programs are set to sunset, just as the investments are needed most to meet our clean air, public health, climate, and economic development goals.

- **Californians suffer from some of the dirtiest air in the nation**, with the overwhelming majority of Californians breathing unhealthy air that contributes to respiratory problems, heart disease, stroke, cancer and reduced life span. Children and the elderly are especially vulnerable to air pollution.
- **Traffic pollution from passenger cars costs California** approximately \$15 billion in health and other societal damages annually.
- **70% of the criteria air pollution, and 40% of the state's contribution to climate pollution**, comes from our cars, trucks, trains, and other mobile sources.
- **We need to see a 90% reduction in emissions by the mid-2030's** in order to meet federal and state clean air mandates.
- **Older vehicles need to be replaced** as they remain a major source of particulate pollution and NOx emissions and a real near-term opportunity for improved air quality.
- **Existing conventional technologies are not sufficient** to meet health and air quality targets while accommodating economic growth, meaning that we need to accelerate the development and deployment of next generation technologies.

We cannot achieve our air quality and climate goals without incentives to clean up high-polluting vehicles and equipment and to accelerate the deployment of next-generation technologies.

THESE BILLS

SB 11 (Pavley) and AB 8 (Perea and Skinner) will improve public health and the economy by continuing critical funding programs that help clean the air. These programs are paid for by dedicated vehicle, tire, vessel, and smog abatement fees and do not require general fund revenues. The bills dedicate funding, in lieu of regulatory action, to construct the minimum fueling infrastructure necessary to support the impending introduction of hydrogen fuel cell vehicles.

SOLUTION

Extend the state's successful clean air and technology investment programs to address these problems and improve public health by cleaning up the state's existing vehicle fleet and accelerating the deployment of cleaner technologies for our clean air future. These programs are the Carl Moyer Program with AB 923 Enhancements, the AB 118 Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP), the AB 118 Air Quality Improvement Program (AQIP), and the AB 118 Enhanced Fleet Modernization Program (EFMP).

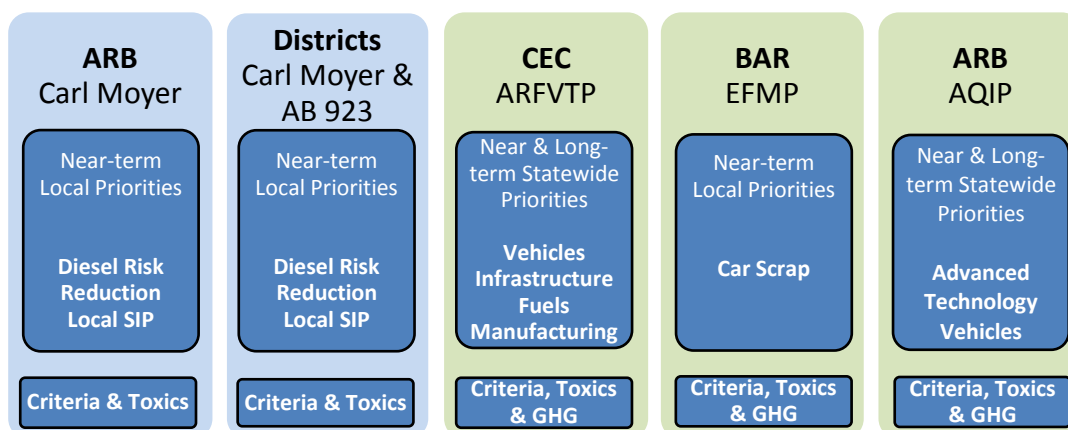
ADDRESS THE LEGACY MOBILE SOURCE FLEET

- **Reduce near-term particulate pollution and NOx** by accelerating the turnover of older, dirtier vehicles and off-road engines.
- **Provide assistance for on- and off-road users** to upgrade equipment prior to regulatory requirements.
- **Help prevent the loss of federal highway funds** by accelerating progress toward meeting state and federal air quality health standards.

ACCELERATE NEXT-GENERATION TECHNOLOGIES

- **Reduce the cost of clean, next-generation cars and trucks** through research and development as well as direct purchase incentives, helping meet AB 32, zero-emission vehicle mandates, and clean air goals.
- **Ensure widespread availability of alternative fuels** by providing infrastructure for hydrogen, electricity, natural gas, and other clean fuels which move us towards clean air and energy independence.
- **Facilitate roll-out of zero-emission hydrogen fuel cell electric vehicles (FCEVs)** which are crucial to achieving California's long term air quality and climate goals.
- **Expand California manufacturing capacity** for advanced technology vehicles, fuels, and components, providing in-state jobs.

OVERVIEW OF PROGRAMS EXTENDED BY SB 11 AND AB 8



Currently, California has two complementary programs which clean up emissions from the existing vehicle fleet and prepare for the future by developing and deploying new clean vehicle technologies.

CARL MOYER AND AB 923 DIESEL RISK REDUCTION PROGRAMS

Help private businesses and public agencies to voluntarily clean up older, dirtier vehicles and mobile off-road engines through retrofit or replacement.

Coordinated by state air board and local air districts, with focus on statewide goals as well as local priorities and dedicated funding for projects in disadvantaged communities

Proven fiscal track record with strong agriculture, environmental, public health and industry support

Cost-effective, voluntary program provides near-term local air quality and health improvements. Since 1998:

- **48,000 engines** retrofitted or replaced
- **146,000 tons of ozone precursors** reduced
- **Reduction of 6,000 tons of diesel PM**

Support for over **9,000 California jobs**

AB 118 ALTERNATIVE & RENEWABLE FUEL & VEHICLE PROGRAMS

Funds development and deployment of emerging clean transportation technologies and infrastructure needed to meet clean air and climate goals.

Administered by the Energy Commission, Air Resources Board and Bureau of Automotive Repair

Leveraged over \$700 million in federal and private sector funding in clean transportation technologies

To date, AB 118 funds have:

- **Deployed over 29,000 advanced clean and alternative fueled vehicles and equipment**
- **Installed 6,200 EV charge points**, plus hydrogen, natural gas, and other alternative fuel infrastructure
- **Trained over 5,700 California workers** and invested \$54 million in **California manufacturing facilities**

Support for over **7,600 California jobs**

This package of programs is critically needed to help address California's clean air challenges.

SB 11 and AB 8 are supported by a large coalition of business, environmental, public health, and industry organizations which worked together to develop this important legislation. The bills are co-sponsored by American Lung Association in California (ALAC), California Air Pollution Control Officers Association (CAPCOA), and CALSTART.