Mobile Sources emit over 80% of region’s NOx
Need 65% NOx emission reductions by 2023
Most significant sources 90% controlled
Will require broad deployment of zero and near zero technologies by 2023 to meet ozone standards
NOx Emission Reductions to Attain Standard in 2023

- Other
- Recreational Boats
- Service/Commercial
- Commercial Boats
- Manufacturing and Industrial
- Light-Duty Trucks
- Medium-Duty Trucks
- Light-Duty Vehicles
- Heavy-Duty Gasoline Trucks
- Residential Fuel Combustion
- Aircraft
- Locomotives
- RECLAIM (Large Stationary)
- Ocean-going Vessels
- Off-Road/Industrial Equipment
- Heavy-Duty Diesel Trucks

Source: Draft 2012 South Coast Air Quality Management Plan

Needed by 2023

Needed by 2032
Top NOx Source Categories in 2023

- **Heavy-Duty Diesel Trucks**: 51 tons/day
- **Off-Road Equipment**: 44 tons/day
- **Ships & Commercial Boats**: 40 tons/day
- **RECLAIM**: 26, 22 tons/day
- **Locomotives**: 16 tons/day
- **Aircraft**: 16 tons/day
- **Residential Fuel Combustion**: 15 tons/day
- **Heavy-Duty Gasoline Trucks**: 14 tons/day
- **Passenger Cars**: 13 tons/day
- **Med-Duty Gasoline Vehicles**: 13 tons/day
- **Light Duty Trucks/SUVs**: 13 tons/day

* *Ships = 33.8 tons/day
***RECLAIM: 320 largest stationary sources, including all refineries and power plants

Source: Draft 2012 South Coast Air Quality Management Plan
Passenger Vehicle Regulatory Programs

- New Vehicle Emissions Standards
- Cleaner Fuels
- Smog Check Program
- Greater Use of On-Board Diagnostics
How Can We Get There…

Is Getting There Possible?
Is such a path possible in the *real* world?

What’s already been achieved . . .
Alternative Fuel and Zero-Emission Technologies
Plug-In Hybrids

- Hybrid electric vehicle with larger battery to allow zero-emission miles
- Allows for transfer of technologies to larger vehicles
Zero Tailpipe Emission Vehicles
Refueling Infrastructure
Clean Energy Co-Benefits

- Coordinate energy, climate, transportation plans & policies
- Benefits:
  - Energy security
  - Local air toxics
  - Public support for infrastructure
  - Mobility
  - Climate
  - Jobs
Why Vehicle Fleet Rules?

- Contribution to Ozone and Particulate Air Quality
- Significant Contributors to Localized and Regionwide Air Toxic Exposures
- Mobile Source Fair Share
Fleet Rule Construct:

- Purchase Cleanest Vehicles Available
- Alternative Fuel Application Niches
- Need for Feasible Implementation
- Long-Term Perspective
AQMD Fleet Rules

- 1191 - Light- and Medium-Duty Public Fleets
- 1192 - Transit Buses
- 1193 - Refuse Collection Vehicles
- 1194 - Commercial Airport Ground Access
- 1195 - School Buses
- 1196 - Heavy-Duty Public Fleet Vehicles
- 1186.1 - Less-Polluting Sweepers
Rule 1194

APPLIES TO:

- Fleets of 15 or more combined public and private vehicles (by airport)
- that provide exclusive passenger pickup services
- out of commercial airports in the SCAQMD:
  - LAX  Los Angeles International
  - BUR  Burbank Glendale Pasadena
  - ONT  Ontario International
  - SNA  John Wayne International
  - LGB  Long Beach International
  - PSP  Palm Springs International
Requirements

Fully Phased-In For Many Years

- Transit Shuttles/Limousines -- ULEV or Cleaner (PC-MDV) and ALT Fuel (HDV) beginning 7/1/01

- Multiple Party Shuttles – ULEV or Cleaner 50% beginning 7/1/01 and 100% beginning 7/1/02

- Taxis – ULEV or Cleaner beginning 1/1/02

- Recordkeeping – Purchase Documentation, DMV Registrations
Rule 1196

- Applies to: Government Fleets of 15 or more Heavy-Duty Vehicles
- Gasoline or Alternative Fuel-Vehicles
- Technical Infeasibility
- Exemptions
Applies to Fleets of 15 or more Combined Public and Private Refuse Vehicles

Types: Solid Waste Collection Collection, Rolloff, and Transfer Trucks

Alternative-Fuel, Pilot Ignition Trucks

Phase-In Allowed for Private Fleets

Technical Infeasibility

Exemptions
Funding Opportunities

- Carl Moyer Program
- Mobile Source Air Pollution Reduction Review Committee (MSRC)
- ARB/AB 118 AQIP – Clean Vehicle Rebate Project
- CEC/AB118 – Buy-down Incentives for Natural Gas and Propane Vehicles
**MSRC INCENTIVE FUNDING**  
**APPLICATION FOR NATURAL GAS TAXICAB**

**Date of Application:**

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### Section 1 - Applicant Information

<table>
<thead>
<tr>
<th>Name of Taxicab Purchaser:</th>
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<tr>
<th>Address of Taxicab Purchaser</th>
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<th>CA Driver's License#</th>
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<th>Affiliate Taxi Association (if applicable)</th>
<th>Address</th>
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### Section II - Information on Taxicab to be Funded

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<tr>
<th>Model Year</th>
<th>Make</th>
<th>Model</th>
<th>Vehicle Identification # (VIN)</th>
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**TOTAL cost of taxicab (without incentives, sales tax, and license):** 

$ __________

**Dealership name:** __________

**initial**

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**Copy of fully executed Dealership Sales Agreement attached to funding application**

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**THIS FORM MUST BE SIGNED BY THE RESPONSIBLE INDIVIDUAL WHO IS REQUESTING THE AQMD FUNDING AND MEETS ALL THE OTHER NECESSARY REQUIREMENTS OF RULE 1194.**

I agree that (1) incentive funding is at the discretion of the SCAQMD, (2) the incentive funding is $3,000 per new natural gas vehicle purchased, (3) incentive funding will be remitted to the vehicle purchaser upon submission and SCAQMD approval of completed and eligible funding request form, a copy of fully executed sales agreement between new car dealership and purchaser, and verification by SCAQMD that purchased vehicle is permitted to operate and is currently operating as a taxicab in the SCAQMD, (4) any files and/or records pertaining to the purchase and operation of natural gas vehicle as a taxicab, such as DMV registration and permit to operate as a taxicab, will be provided to SCAQMD within 10 calendar days of request, (5) SCAQMD will be notified in writing within 10 calendar days in the event of changes in ownership or operation of the vehicle, (6) a copy of a valid insurance policy for the natural gas vehicle will be provided to SCAQMD within 10 calendar days upon request, and that the insurance policy includes liability coverage and must include SCAQMD on the policy as a beneficiary and an additional named insured. In addition, I agree to continuously operate the natural gas vehicle in the South Coast District for no less than three years after vehicle purchase, subject to the occurrence of unforeseen circumstances beyond the reasonable control of the responsible party that renders the vehicle inoperable. If that occurs, the vehicle purchaser shall replace the inoperable vehicle with a natural gas-powered vehicle, and shall operate that vehicle in the SCAQMD for a period of time that is equal to the difference between 3 years and the period of time the inoperable vehicle was operated in the SCAQMD.

**Signature of Taxicab Purchaser:** __________

**Print Name:** __________

**Date:** __/__/____

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Revised 2/8/12
Rule 1194

- Dean Saito – Manager (909) 396-264
- Dave Coel – Program Supervisor (909) 396-3143

Funding Programs

- Carl Moyer – Ashkaan Nikravan (909) 396-3260
- MSRC – Cynthia Ravenstein (909) 396-3269