



Air Resources Board Incentive Programs: Achieving Multiple Air Quality Goals

2010 Annual West Coast Collaborative
Partners Meeting

San Francisco, California
September 30, 2010



Role of Incentives

- **Regulations provide bulk of reductions**
 - Incentives only a small part of ARB's air quality program
- **Local, state, and federal programs all have role**
- **Portfolio approach to ARB incentives to meet multiple goals**



Multiple Air Quality Goals

- **Near-term emission reductions**
 - NO_x, PM, ROG, toxics exposure
- **Greenhouse gas reductions**
 - Ancillary reductions in petroleum use
- **Technology advancement**
 - Accelerate introduction of next generation of vehicles & equipment

California Air Quality Incentives

Annual Investments

AB 118

Carl Moyer
>\$100M

Prop 1B
\$250M¹

School Bus
\$200M²

BAR
~\$30M

ARB
~\$40M

CEC
~\$100M

Trucks and buses

Off-road equipment

Ag pumps

Marine vessels

Locomotives

SIP emission reductions

Trucks

Locomotives

Marine vessels

Shore power

Smog/PM in goods movement corridors

Clean school buses

Children's air toxic exposure

Light-duty scrap and repair

Smog from gross polluters

Truck Loans (FY 08-09)

Advanced technology vehicles & equipment (FY 09-10+)

Criteria pollutants and toxics

Low carbon fuels and vehicles

Support infrastructure

R & D

Climate change goals

¹Contingent on bond sales

²One time funding



Coordination with Other Incentive Programs

- **Infrastructure**
 - ARB incentive programs generally cannot fund infrastructure
- **Greenhouse gases**
 - Most ARB incentives statutorily focus on criteria pollutants & toxics
- **Federal funding**
- **New funding approaches**
 - Working with financial institutions on loans