

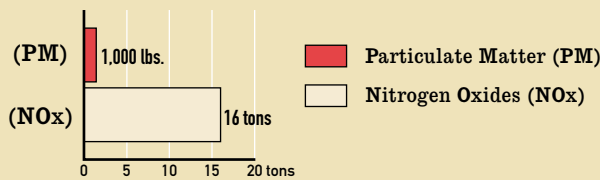
California Leads in Support for

Alternative Fuels



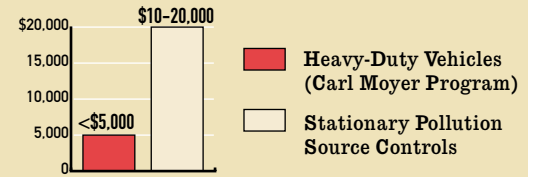
California Natural Gas
Vehicle Coalition
www.cngvc.org
916.448.5036

**Carl Moyer Program
Emission Reductions**
(1998-2001 per day)



Source: California Air Resources Board

**Average Cost Per
Ton of NOx Reduced**



Source: California Air Resources Board

Consider these statistics: In its first four years the California Air Resources Board's Carl Moyer Program cut emissions of smog-forming nitrogen oxides (NOx) by an estimated 16 tons a day, and toxic particulate matter (PM) by 1,000 pounds a day. The Lower

Emission School Bus Program is helping to replace an estimated 350 old diesel buses with its first-year funding alone, which through 2015 will reduce total PM emissions by about 73 tons and total NOx emissions by about 870 tons. And the California Energy Commission's Alternative Fuels Infrastructure Program in 2001 enabled 22 public agencies to build the facilities needed to switch to clean-fuel vehicles.

Programs like these illustrate how targeted grants and incentives can produce healthier air and a more diversified fuel economy, as well as an infrastructure that lays the groundwork for the next generation of clean transportation.

The Carl Moyer grant program, created to help California reduce pollution from diesel engines, has assisted private companies and public agencies in replacing or retrofitting more than 3,000 heavy-duty engines since its inception in 1998. It also

offers grants for alternative fuel infrastructure and technology development projects. Moyer is not only successful, it's a bargain—costs average less than \$5,000 per ton of NOx reduced, compared to \$10,000 to \$20,000 per ton for controls on stationary pollution sources.¹⁷

The Lower Emission School Bus program helps districts replace their oldest, most polluting buses—a tall order considering that at the end of 2000 more than 44% of California school buses were more than 13 years old.¹⁸ The grants cover 75% to 85% of the cost of new clean-fuel buses, and the program helps defray the cost of developing an alternative fuel infrastructure and installing particulate traps on existing school buses.

At the regional level, the South Coast Air Quality Management District (SCAQMD) has passed a series of rules requiring various fleets to buy only

alternative fuel or low-emission vehicles. And it provides grant programs to help them comply. By 2010, South Coast's aggressive approach will reduce pollutants by an estimated total of 1,516 tons per year, including NOx reductions of 1,122 tons per year and PM reductions of 121 tons per year.¹⁹

All these programs rely heavily on natural gas vehicles (NGVs) to meet their goals. In many cases NGVs are the only vehicles that meet operators' performance needs and air-quality requirements. Typically lower fuel costs can mean savings for operators. And far-sighted agencies and operators realize their natural gas investment can be a long-term solution in its own right as well as a stepping stone to hydrogen fuel cell vehicles. The SCAQMD, in fact, is spearheading an NGV partnership that will bring together NGV industry members, fleet operators, agencies, and environmentalists to chart a course for NGV development.

With this momentum—and ongoing public support—California can continue to cut emissions and cultivate a viable alternative fuel vehicle sector.

See the References page for footnotes.