

Senate Bill (SB) 136 Final Report

Bryce Bird, Director



UTAH DEPARTMENT of
ENVIRONMENTAL QUALITY
**AIR
QUALITY**

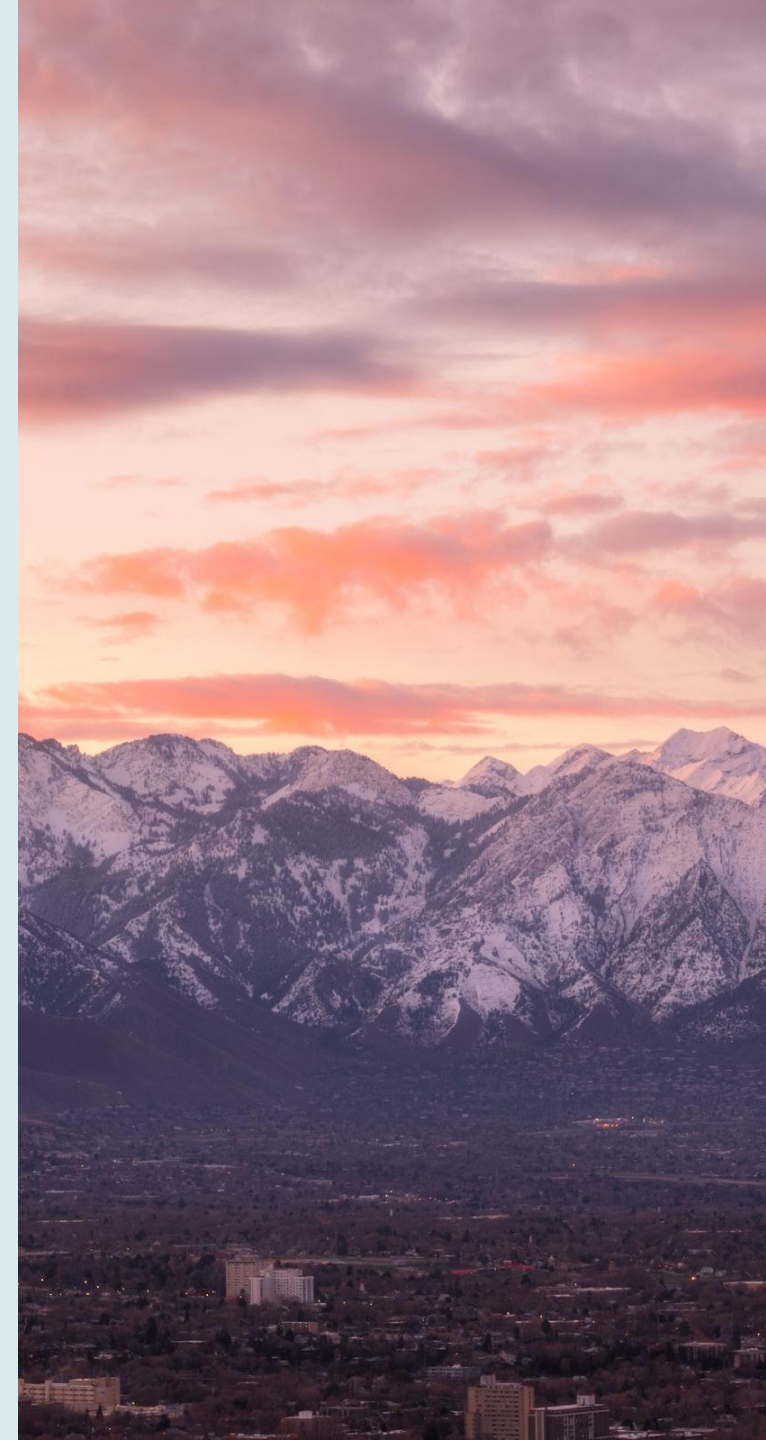
SB 136 Overview

01.

2022
Legislation

02.

Utah-specific
Diesel Emission
Reduction
Program



Directs DEQ to study:

Potential diesel emissions
reduction financial
incentive programs

> > The Texas Diesel
Emissions Reduction Plan
(TERP)

> > Revenue sources to fund
incentive programs

> > Administrative,
evaluation, and reporting
responsibilities



Directs DEQ to study:



Potential emissions reduction goals from diesel vehicles and equipment in specific geographic airsheds.



Potential environmental mitigation projects for the Utah Inland Port Authority to implement.

Directs DEQ to recommend a framework that includes:

Financial incentive programs

Diesel emission reduction goals

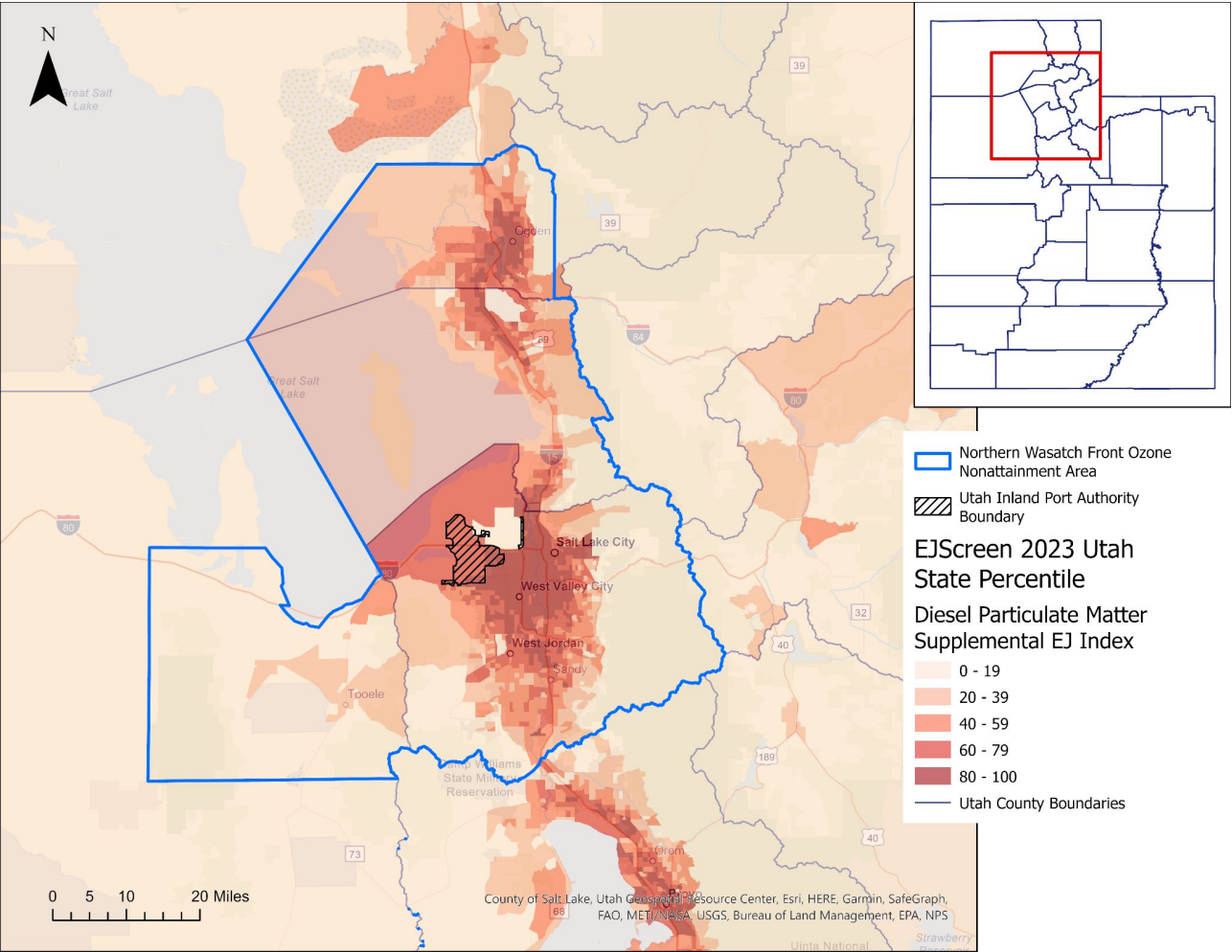
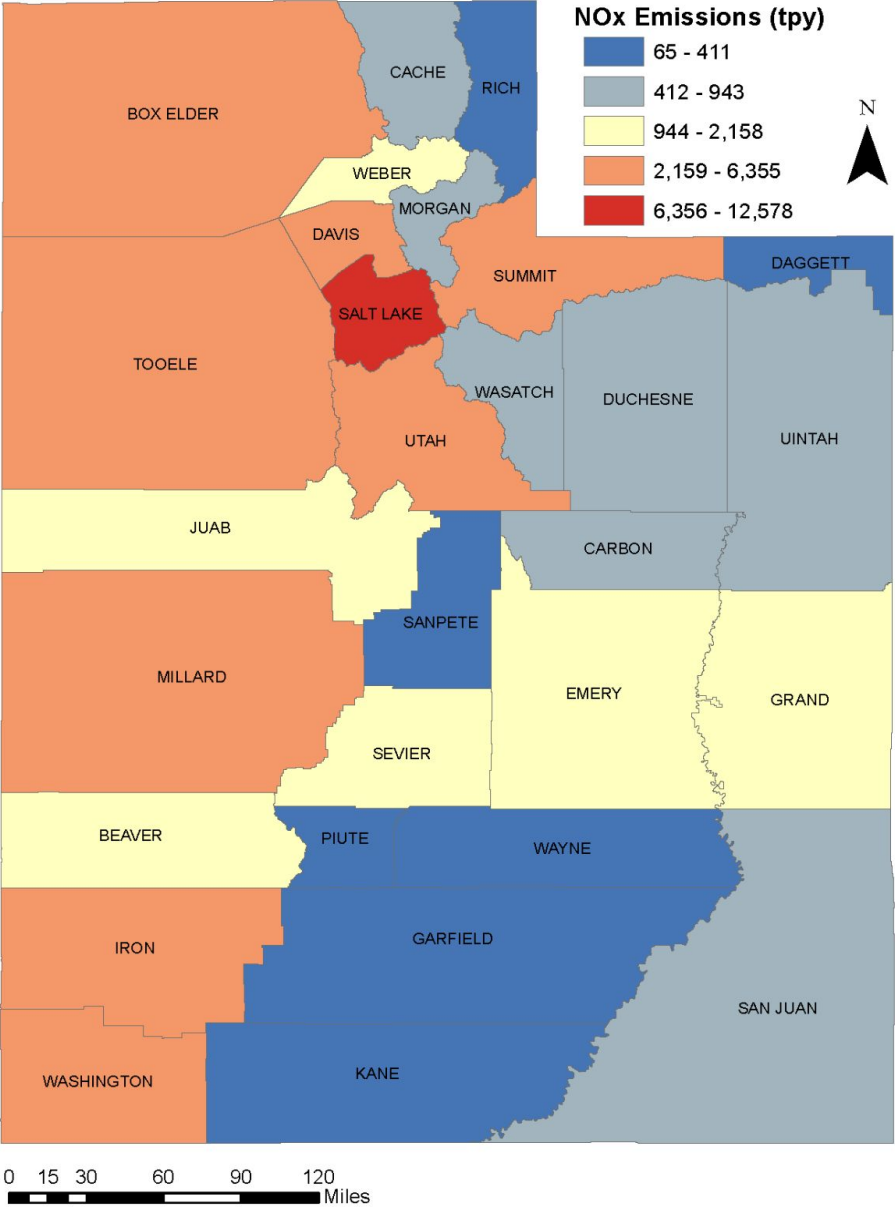
Benefits to certain areas

Port environmental mitigation projects

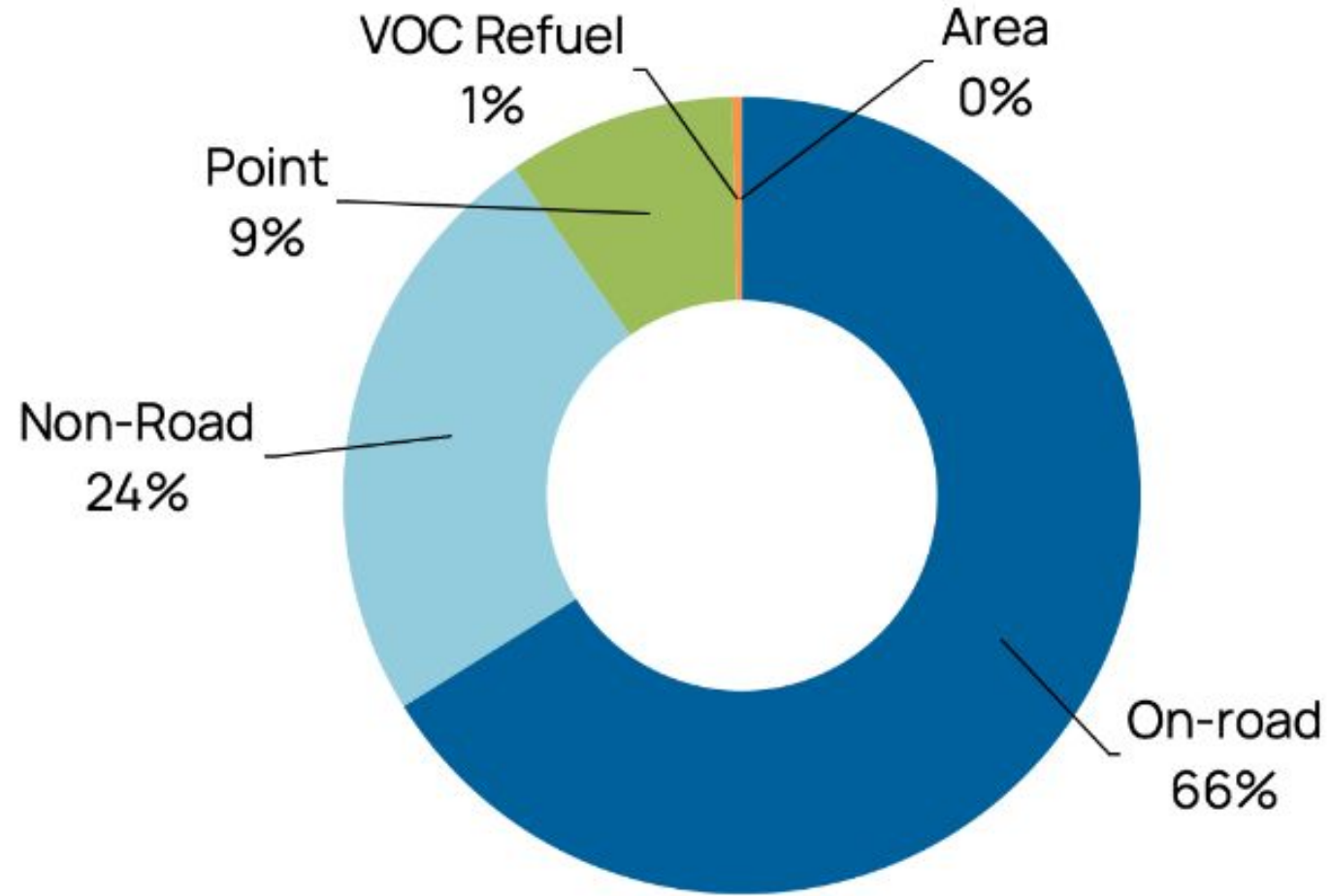
State construction contract incentives

Registration surcharges

Diesel Emissions in Utah by County



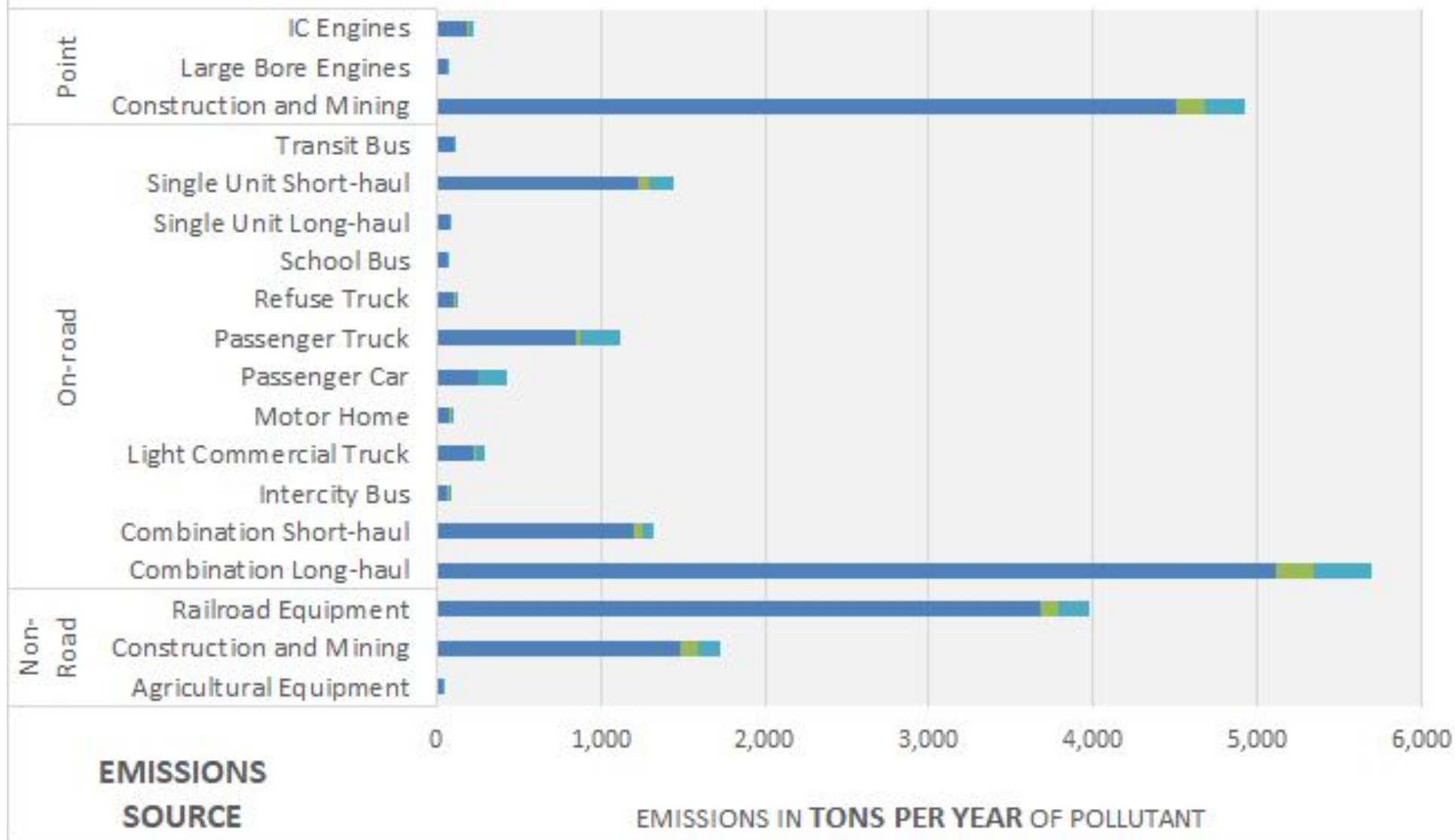
Statewide Diesel Emissions



Annual Diesel Generated Emissions

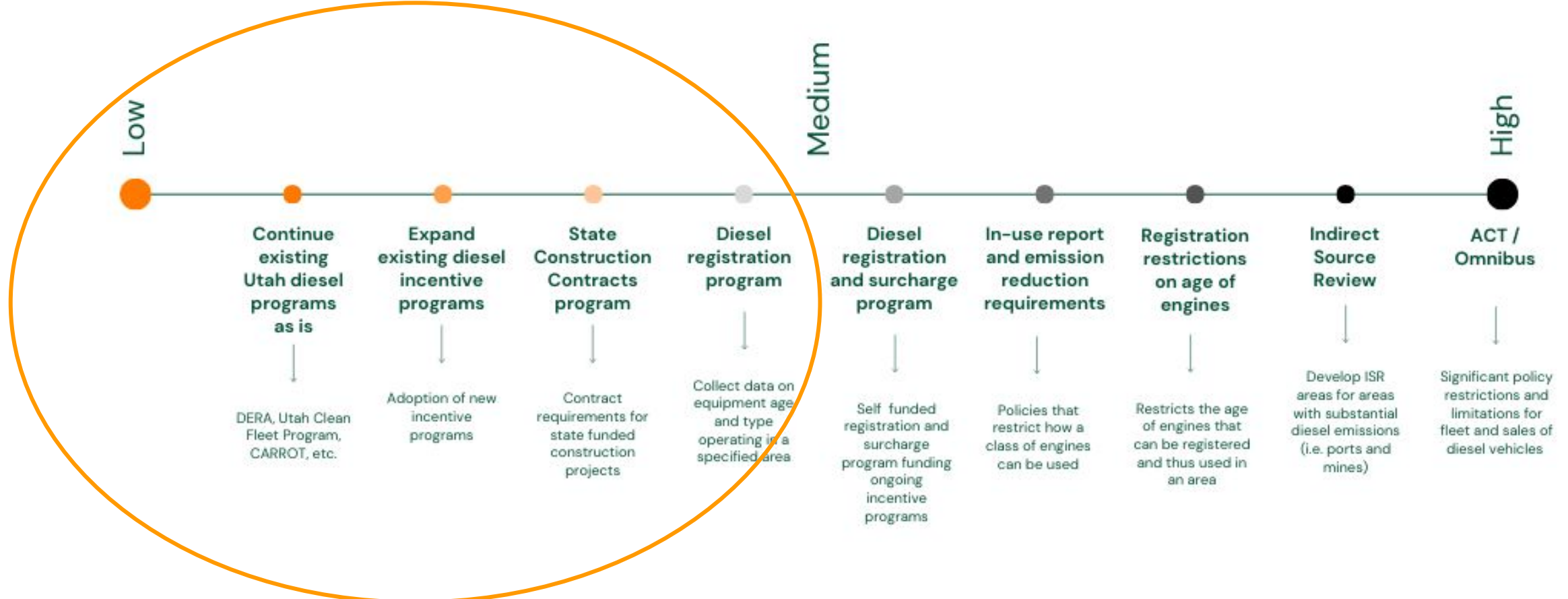
IN THE NORTHERN WASATCH FRONT

■ NOx ■ PM25 ■ VOC

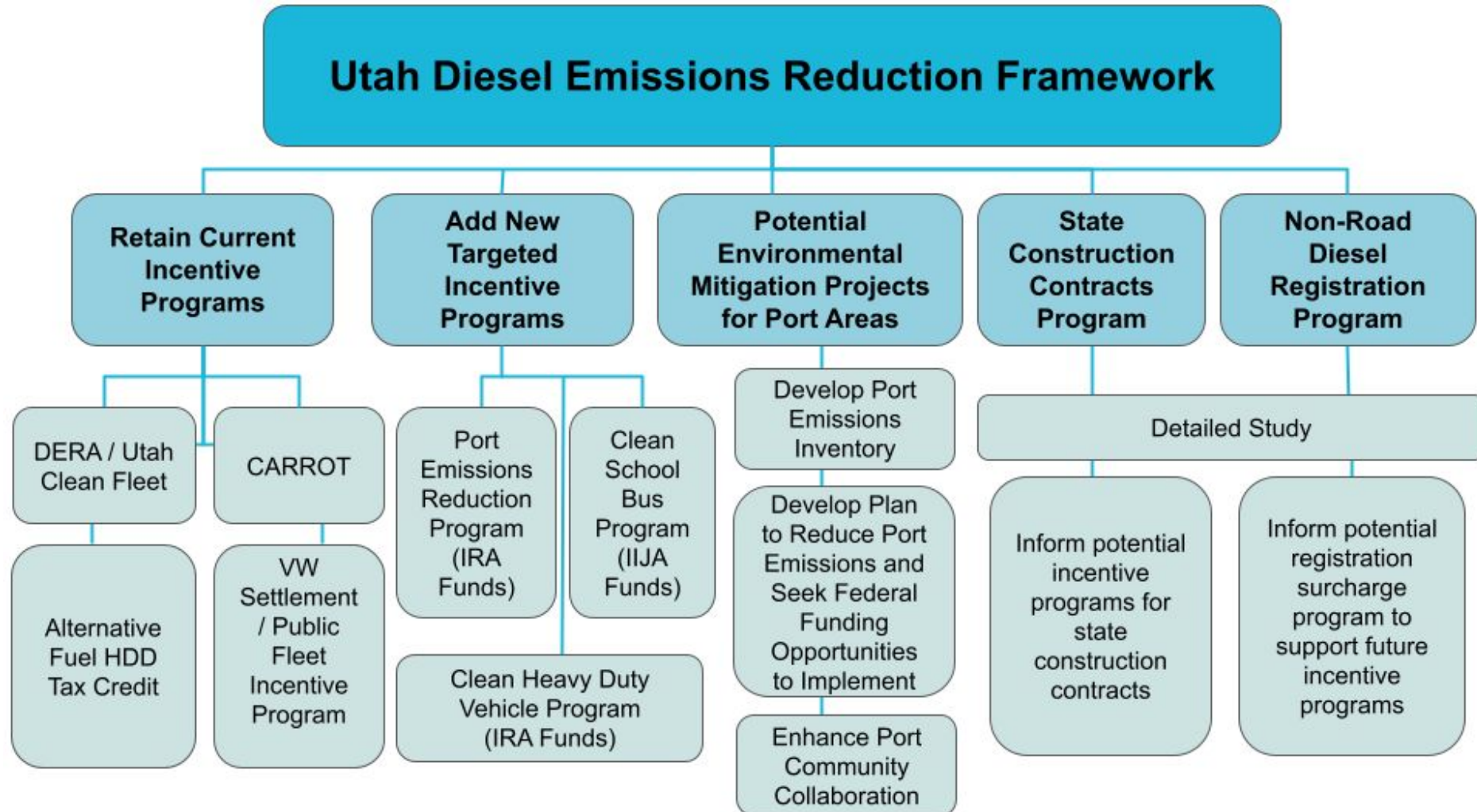




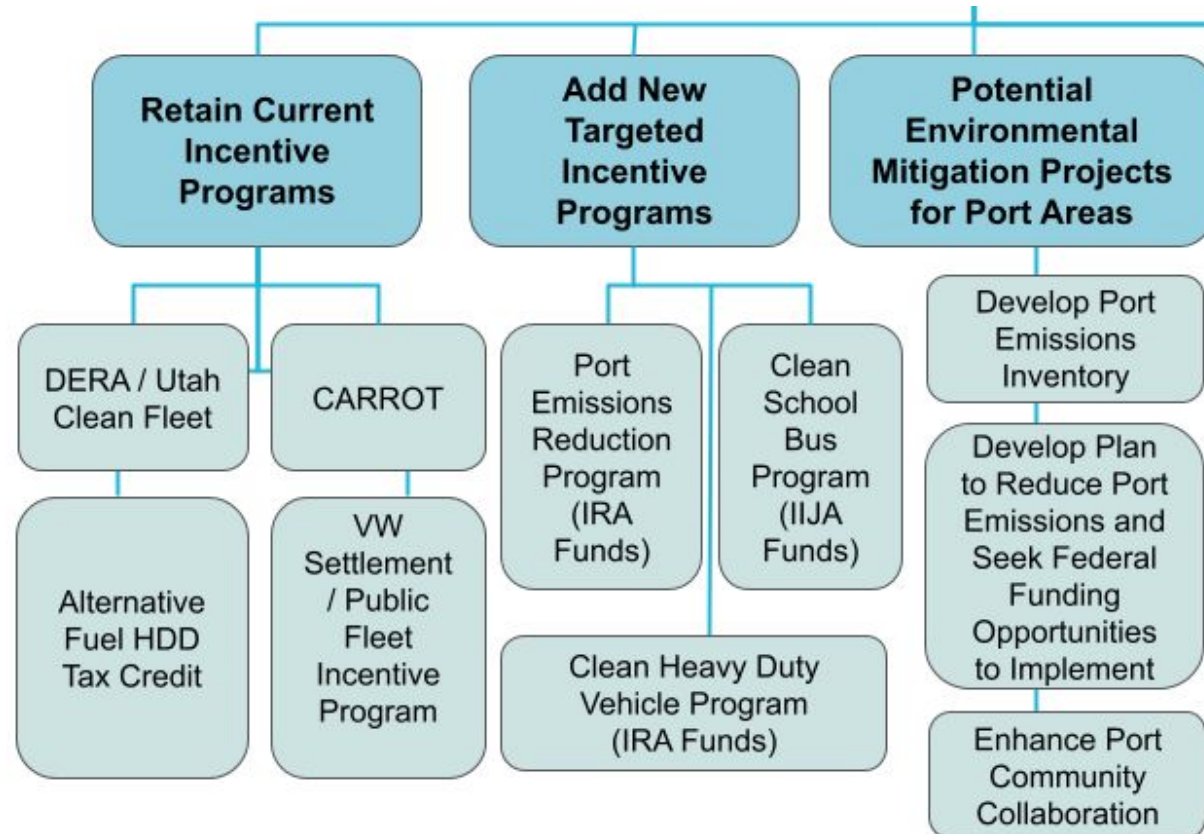
Possible Diesel Emission Reduction Policies



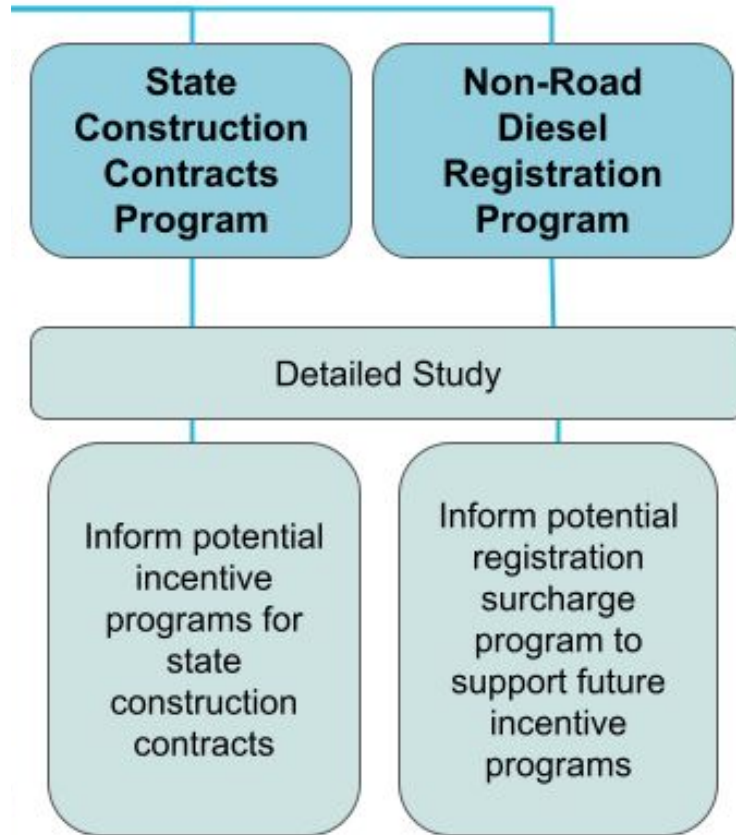
Utah Diesel Emissions Reduction Framework



Current Programs & Funding Opportunities



Need for Follow Up Study



— UDAQ Grants & Incentives

	Programs	Staff	Total Funding	Current Contracts (Participants)
TERP grant programs	10	120	\$300-\$320 million	4,000+
UDAQ grant programs	12	5	\$90.5 million	203

Utah Diesel Emissions Reduction Goals

- 1) **Help bolster and support ongoing and future State Implementation Planning efforts**, including assisting in achieving a 9% reduction in NO_x emissions throughout the NWF NAA
- 2) **Assist current nonattainment areas** in progressing towards attaining health-based standards, and preventing future nonattainment designations throughout the State
- 3) **Ensure that projected emissions reductions associated with federal standards and policies occur as anticipated** and endeavor to accelerate the pace of these reductions where possible
- 4) **Maximize federal funding sources** to address diesel emissions and coordinate/collaborate with relevant stakeholders
- 5) **Maximize benefits to achieve emissions reductions in communities across Utah**, especially in underserved and rural areas

Research on Other Diesel Emissions Programs



- Nonroad registration programs
 - Extra step (beyond DMV)
 - Encourages retirement of older engines and collection of emissions data
 - Fees used to fund incentive programs
- Financial incentive programs

Questions?

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Utah Division of Air Quality



Utah's Diesel Emissions Programs



- Tax Credit Program
- Incentive programs
 - Volkswagen Settlement
 - Clean Fleet Program
 - CARROT Program
- Regulatory programs
 - I/M Programs

Incentive Programs

TEXAS

Texas Commission on Environmental Quality (TCEQ)

- **10,010** Projects
- Clean Fleet
- Clean School Bus
- Diesel Emissions Reduction
- Seaport and Rail Yard Areas
- Natural Gas Vehicle Grant
- Rebate Grants
- and more

Texas Emissions Reduction Plan (TERP)

CALIFORNIA

San Joaquin Valley Air Pollution Control District (SJVAPCD)

- **13,433** Projects
- Off-Road
- On-Road
- Ag Engine
- Locomotive
- School Bus

Nonroad Registration Programs

metrovancover

**Non-Road Diesel Engine
Regulatory Program (NDERP)**

- 4,616 registrations



**Diesel Off-Road Online
Reporting System (DOORS)**

- 153,204 registrations

**Portable Equipment
Registration Program (PERP)**

- 83,174 registrations

