



## COUNTY OF GLENN

### Air Pollution Control District

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Marcie Skelton, Air Pollution Control Officer/CUPA Director  
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(530) 934-6500 ♦ Fax (530) 934-6503  
[www.countyofglenn.net](http://www.countyofglenn.net)

**Date: March 1, 2023**

**Re: AB 181-School District Transportation Service Plans and Local Air District Consultation**

Dear Superintendents of Glenn County Schools,

We recently learned that all school districts in California are required to consult with their local air district (among others) to develop a plan related to transportation services, to meet the requirements of California Assembly Bill 181.

The bill reads in part: *“SEC. 14. 39800.1. (b) (1) The plan shall be developed in consultation with classified staff, teachers, school administrators, regional local transit authorities, local air pollution control districts and air quality management districts, parents, pupils, and other stakeholders.”*

The Air District is here to support your work and available to work with as needed. The Air District does not review these plans; however, we will provide comments if requested.

As you work towards the development of your school district’s plan, please note the Glenn County Air Pollution District may be able to assist. Funding is limited and often competitive, but the following programs are available:

#### **Carl Moyer Program**

The Carl Moyer Program provides limited competitive funding for zero-emission school buses and associated infrastructure. More information on this funding, eligibility criteria, and how to apply can be found by contacting the Air District or visiting our website <https://www.countyofglenn.net/APCD>.

#### **Community Air Protection Grants**

Since 2017 the California Legislature has budgeted \$704 million to support Assembly Bill (AB) 617 (C. Garcia, Chapter 136, Statutes of 2017) with incentives directed by local air districts to put advanced technologies to work for cleaner air in the California. A portion of the program is designed to decrease exposure and address a range of outdoor and indoor air emissions sources that may potentially affect the health of school children. Air districts may fund a project or projects at schools in disadvantaged communities or low-income communities. The program allows the following project types for schools:

- Composite Wood Products.
- Zero-Emission Lawn and Garden Equipment.
- Air Filtration.
- School Transportation.



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Please contact the Air District for more information regarding the availability of these funds and to discuss potential projects. More information can be found at <https://ww2.arb.ca.gov/our-work/programs/community-air-protection-incentives>.

### **Other State and Federal Grants**

The Diesel Emissions Reduction Act (DERA) of 2010 allows EPA to offer rebates in addition to grants to reduce harmful emissions from older, dirtier diesel vehicles. The rebate program has funded vehicle replacements or retrofits for over 2,000 vehicles. Typically, the rebate application period opens in the fall and projects are completed in less than one year. More information for the Federal Environmental Program Agency School Bus Rebates can be found online at DERA <https://www.epa.gov/dera/rebates>.

Additional information regarding transportation and air quality is in "Attachment A" below.

**School districts that receive and consider the information provided in this document are considered to have consulted adequately with the Glenn County Air Pollution Control District and nothing further is needed unless directed by the State. If further consultation is desired, please feel free to reach out to our office.**

Please let us know if you have any questions or comments.

Sincerely,

Marcie Skelton  
Air Pollution Control Officer

Enclosures



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#### Attachment A

#### Transportation and Air Quality Information in Relation to School Aged Children

South Coast Air Quality Management District studies indicate that residing or spending significant amounts of time near sources of traffic pollution is associated with adverse health effects, such as the exacerbation of asthma, onset of childhood asthma, non-asthma respiratory symptoms, impaired lung function, reduced lung development during childhood, and cardiovascular morbidity and mortality. These associations are diminished with distance and time from the pollution source. Given the association between traffic pollution and health, many recommend that residences, schools, and other sensitive uses be sited at least 500 feet from freeways, in particular. The Health Effects Institute (HEI) indicates that exposure to traffic pollution may occur up to 300 to 500 meters (approximately 984 to 1640 feet). The range reported by HEI reflects the variable influence of background pollution concentrations, meteorological conditions, and seasons. In addition, siting parks and active recreational facilities near freeways may increase public exposure to harmful pollutants, particularly while exercising. Studies show that heavy exercise near sources of traffic pollution may have adverse health effects.

In addition, there is a direct link between transportation activities and air pollution. Mobile sources of pollution, such as cars, trucks, buses, construction equipment, trains, and airplanes, account for 60 percent of all smog producing emissions in the region. Additionally, freeways and highways further contribute to the conditions that produce air pollution. The continued population growth that is projected for Sacramento Valley could threaten air quality gains unless careful attention is paid to voluntary and regulatory measures that reduce transportation-related emissions.

Developing land and transportation systems to reduce the need for vehicle trips and provide alternative modes of transportation can improve air quality. In addition, integrating land use plans, transportation plans, and air quality management plans can help minimize exposure to toxic air pollutant emissions from industrial and other stationary sources.

Older, more polluting school buses can lead to significant health risks for students who typically ride these buses for one-half to two hours a day. Children are more susceptible to air pollution than healthy adults because their respiratory systems are still developing, and they have faster breathing rates. Asthma, which affects 6.3 million American school children, is the most common long-term childhood disease in America, making newer, cleaner buses an urgent priority.

In addition to affecting the health of students, emissions from older buses can have a negative impact on the whole community. Particulate matter (PM) damages hearts and lungs. Other diesel emissions contribute to ozone pollution, climate change, and acid rain. Older buses are excellent candidates for replacement with newer, cleaner vehicles which will greatly reduce children's exposure to diesel exhaust and provide considerable safety improvements.



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If school buses built between 1998 and 2010 are still in use, there are ways to reduce the emissions they produce.

- **Idle Reduction** - Implementing an idle reduction program is a simple, cost-effective way to reduce emissions while saving money on fuel and preventing engine wear and tear.
- **Retrofit Technologies** - For older buses that will be used for several more years, retrofitting them with emission controls or idle reduction technologies can be a cost-effective way to reduce emissions.
- **Engine Replacements** - Older diesel engines can be replaced with newer engines using diesel, biodiesel or compressed natural gas (CNG). The new engine should be certified to meet the most recent emission standards and come with a diesel particulate filter (DPF) or diesel oxidation catalyst (DOC).
- **Fuel Selection** – Electrification and cleaner fuels such as biodiesel or compressed natural gas (CNG) can further reduce emissions from school buses.

When replacing buses built between 1998 and 2010, the school district should check with nearby school districts. If the neighboring districts are operating older buses and cannot afford brand new buses, they may be able to use the relatively newer buses as a replacement alternative. Overall, this is a win-win situation for the whole community.