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Goods Movement Truck Program: Model for Regional Partnership

July 13, 2010



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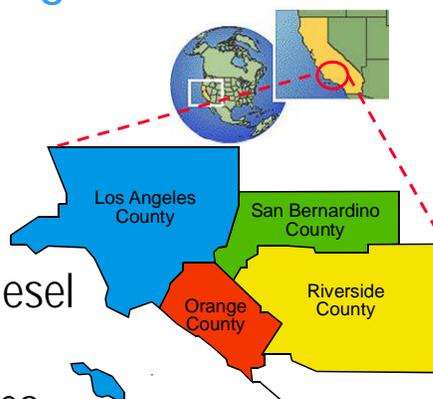


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AQMD Background

South Coast Basin:

- 4-county region
- 11,000 sq. miles
- 16+ million residents
- Hundreds of thousands diesel vehicles
- Millions of gasoline vehicles
- Combined Ports of Long Beach and Los Angeles are nation's largest cargo gateway



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Most Polluted Cities

Los Angeles – Long Beach – Riverside

#1 in Ozone Pollution

#3 in Year-round Particle Pollution

#4 in Short-term Particle Pollution

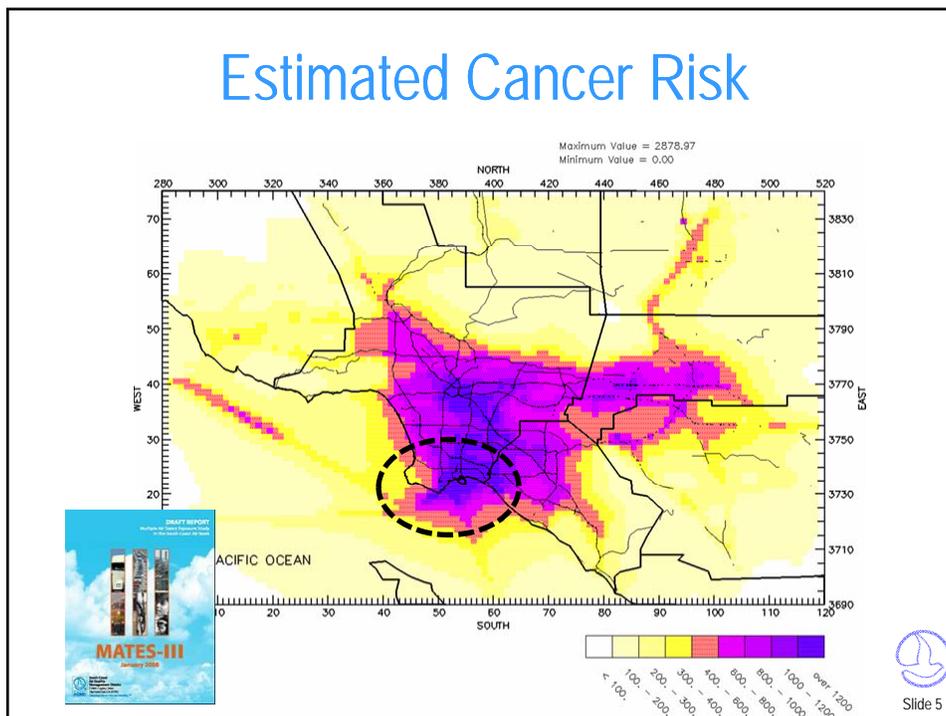
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Ozone is Worst in the Nation



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Proposition 1B

- Approved by voters in 2006 to address impacts of goods movement
- \$1 Billion over 4 years through bond sales
- Four trade corridors
- SCAQMD administering with Ports and CARB for South Coast corridor




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Clean Truck Program

- Prior to drayage trucks regulation (Jan 2010)
- 1,307 trucks
 - 854 diesel
 - 453 LNG
- Co-funding by AQMD, Ports, DOE and EPA for cleaner LNG trucks



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Natural Gas Benefits

- 80% lower NOx
- 20-30% reduced GHGs
- Petroleum reduction
- Potential for renewable feedstock to achieve >90% GHG reduction
- Advancements in gaseous fuel components – H2 blends



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Proposition 1B Program – Phase 2

- Goods movement and intermodal trucks
- Approved by AQMD Board June 4, 2010
- 480 trucks (1,000 backup)
 - ~ 350 diesel trucks
 - ~ 130 LNG trucks
- CEC cost-share for LNG (\$100k/truck)
- Leveraging DOE and EPA funds



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History of Collaboration

- Cummins Westport HPDI
- Hydrogen stations
- Transportation Electrification
Plug-in Hybrid Trucks
- UPS Ontario station and
Interstate Clean Truck Corridor
- DOE Natural Gas Engine solicitation



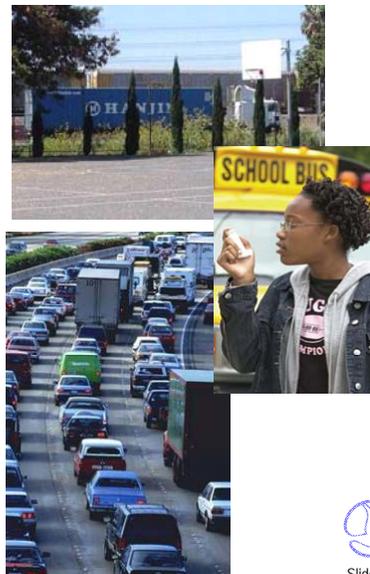
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Successful Partnership Model



Existing Need and Demand

- Additional NG goods movement trucks
- Infrastructure expansion
- Advanced technologies – hybrids and biomethane



Thank You



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