



## WEST COAST COLLABORATIVE

A public-private partnership to reduce diesel emissions

# West Coast Collaborative Communicator

## Fall-Winter 2012

The **West Coast Collaborative (Collaborative)**, staffed by the U.S. Environmental Protection Agency's (EPA) Pacific Southwest Region 9 and Pacific Northwest and Region 10 Offices, protects public health by reducing diesel emissions and promoting clean air technologies and practices through public-private partnerships in Western North America. The Collaborative is an ambitious partnership between leaders from federal, state, and local government, the private sector, and environmental groups committed to reducing diesel emissions along the West Coast. Our partners come from all over Western North America, including California, Oregon, Washington, Alaska, Arizona, Idaho, Nevada, Hawaii, Canada, Mexico, and the Pacific Islands that include the Territory of Guam, the Commonwealth of the Northern Mariana Islands (CNMI), and the Territory of American Samoa. The Collaborative is focused on creating, supporting and implementing diesel emissions reductions projects by providing technical assistance and funding opportunities. [More information about the West Coast Collaborative.](#)

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Please send relevant new announcements, corrections, or other ideas and suggestions to the West Coast Collaborative at [dieselgrants@epa.gov](mailto:dieselgrants@epa.gov)



New!

### [U.S. EPA School Bus Rebate Program](#)

New!

EPA has announced a new national rebate program, the first of its kind to be offered by EPA, to fund diesel engine emission reduction projects. The rebate program is designed to provide a more streamlined mechanism to fund replacement of older medium- and heavy-duty diesel engines, vehicle or equipment with newer technologies. The program will focus on a different vehicle type or vocation each year, with the first year's \$2 million to be provided for school bus rebates. The school bus rebate program, funded by the National Clean Diesel Campaign, is **accepting applications between November 13 and December 14, 2012**. There will be a **Rebate Information Webinar held on November 15, 2012 at 2pm EST**, which is accessible to the public via <https://epa.connectsolutions.com/schoolbusrebates/>. The call-in information is: 866-299-3188 / 3327333#. For more information on the new rebate program, please visit: [epa.gov/cleandiesel/dera-rebate.htm](http://epa.gov/cleandiesel/dera-rebate.htm).



## Upcoming Events

### National Industrial Transportation League (NITL) 30<sup>th</sup> TransComp Exhibition

**November 10 – 14, 2012 in Anaheim, CA**

The NITL's Mission is to advance the views of shippers on freight transportation issues and enhance their professional development. The NITL TransComp exhibition is widely regarded as the nation's largest and most comprehensive annual freight transportation trade show.

Topics include: Benchmarks and Best Practices for Effective and Efficient Logistics; North American Nearshoring; and New Technologies Shaping Freight Transportation. More information is available [HERE](#).

### Black Carbon Symposium

**November 14, 2012 in San Francisco, CA**

On November 14, 2012, EPA will host the Black Carbon Symposium in San Francisco, via a satellite meeting at EPA's New York office, and via webcast. The purpose of the symposium is to share the latest scientific advancements on black carbon public health, climate, and air quality impacts and to create a dialogue on policy perspectives and paths forward at the state and local levels. The symposium features several of the leading world experts on black carbon to explain the basic science of black carbon and its effects on human health and global climate change. Scientists, engineers, and policy-makers will also discuss how to monitor black carbon and what can be done to reduce this harmful pollutant. For more information, visit:

[www.epa.gov/region9/climatechange/blackcarbon/index.html](http://www.epa.gov/region9/climatechange/blackcarbon/index.html) .

### Talking Freight seminar on MAP-21 Freight Provisions, November 28, 2012 1:00 – 2:30 pm EST

Moving Ahead for Progress in the 21st Century (MAP-21) authorizes the nation's transportation programs for two years. MAP-21 includes a number of freight provisions that address the need

to improve goods movement. This session will highlight the sections of MAP-21 which have direct or indirect impacts for freight, including the National Freight Policy. Presenters will include: Bob Arnold, Acting Director of FHWA Office of Freight Management and Operations; Crystal Jones, FHWA Office of Freight Management and Operations; and Ed Strocko, FHWA Office of Freight Management and Operations

#### Registration:

[http://www.ops.fhwa.dot.gov/freight/fpd/talking\\_freight/index.htm](http://www.ops.fhwa.dot.gov/freight/fpd/talking_freight/index.htm)

### Electric Utility Consultants, Inc. (EUCI) Renewable Energy Finance Conference

**December 3-4, 2012 in San Francisco, CA**

The 2012 EUCI Renewable Energy Finance Conference will focus on how renewable energy financing opportunities may decline due to sunsetting federal tax and other. The conference will also outline steps that can be taken to build a robust secondary market which provides efficient pricing and optimal solutions for those both seeking and supplying capital. Finally, the conference will present an opportunity for participants to gauge the impacts and implications on the future of renewable energy project finance. More information is available [HERE](#).

### 2012 U.S. - Taiwan Sustainability Symposium: Creating Sustainable Cities and Promoting Sustainable Ports in the Asia Pacific Region December 10-12, 2012 in Kaohsiung, Taiwan

The Taiwan Sustainability Symposium is organized on two tracks – Forum A: Creating Sustainable Cities and Forum B: Promoting Sustainable Ports in the Asia Pacific Region. Forum A builds on the American Institute in Taiwan's Clean Energy Forums of 2010-2011 and addresses broader sustainability topics. Forum B builds upon EPA's collaboration with

ports and authorities in the Asia Pacific Region and the Pacific Ports Clean Air Collaborative ([www.PPCAC.org](http://www.PPCAC.org)). For more information, contact: Chang-Chien, Sheree of the American Institute in Tiawan, [CHANG-CHIENSCL@state.gov](mailto:CHANG-CHIENSCL@state.gov) for Forum A; and Luis Troche, US EPA Program Manager, [troche.luis@epa.gov](mailto:troche.luis@epa.gov) for Forum B.

### **California Maritime Leadership Symposium February 20-21, 2013 in Sacramento, CA**

The California Maritime Leadership Symposium (CMLS) is hosted by a coalition of the maritime industry, headed up by the California Association of Port Authorities and other industry stakeholders. The thirteenth annual CMLS focuses on briefing California policymakers on matters related to the maritime transportation system. This symposium brings together port executives, commissioners, and other interested parties from across the State to seek resolution of the maritime transportation system's many complex challenges. For more information, visit: <http://maritimessymposium.com>.

### **Green Truck Summit and Work Truck Show March 5-6, 2013 in Indianapolis, IN**

The National Truck Equipment Association's (NTEA's) Green Truck Summit and Work Truck Show have become the leading educational forums on how the "green revolution" impacts vocational trucks. Top industry experts and fleet managers will share their insights, lessons learned, and solutions for implementing green technologies through a series of intensive seminars. As North America's largest work truck event, these events provide an opportunity to interact with thousands of industry peers, meet with suppliers, answer technical questions, visit with hundreds of exhibiting companies, and ride and drive the next generation of advanced technology trucks and buses. Topics of the Green Truck Summit include: clean technologies and fuels trends, deployment strategies, upcoming technologies for commercial trucks, and discussion of the pros and cons of alternative fuels, including propane and natural gas. For more information visit:

<http://www.ntea.com>.

**World Biofuel Market Congress and Expo  
March 12-14, 2013 in Rotterdam, Netherlands**  
The World Biofuels Market Congress and Exhibition was developed in 2006 in response to the new global market for alternative, lower emission renewable fuels. Over 260 speakers will share their experiences and perspectives on all aspects of the biofuels industry during three days of interactive conference sessions. More information is available [HERE](#).

### **American Council for an Energy Efficient Economy (ACEEE) Finance Forum**

#### **May 13-15, 2013 in Chicago, IL**

The ACEEE's 7<sup>th</sup> Annual Energy Efficiency Finance Forum will provide information regarding the latest opportunities in energy efficiency financing and investing. Designed specifically for investors, financiers, utilities, and policymakers, speakers from a variety of sectors and industries will provide their perspectives on a broad number of topics including:

- Recent developments with innovative financing mechanisms;
- Insights into the financial regulatory landscape;
- Opportunities for financing energy-efficient infrastructure;
- Combating split incentives in multi-tenant markets; and
- Data-driven asset valuation.

For more information about the ACEEE forum and periodic updates, visit:  
<http://aceee.org/conferences/2013/eaff>.

### **Alternative Clean Transportation (ACT) Expo June 24-27, 2013 in Washington, D.C.**

ACT Expo 2013 will bring together more than 3,000 stakeholders – fleets, technology companies, vehicle manufacturers, fuel providers, infrastructure developers, and policymakers –for a discussion about the rapidly evolving clean transportation industry. The ACT Expo targets transportation fleet professionals responsible for procuring and maintaining their fleet operations,

as well as industry stakeholders looking to make investments in these advanced technologies and alternative fuel opportunities. To learn more, contact Tony Quist at [Tony.Quist@gladstein.org](mailto:Tony.Quist@gladstein.org) or tel: (310) 573-8564.

### **California Air Resource Board (CARB) [upcoming events](#).**



## **Professional Development**

### **[Western States Air Resources Council \(WESTAR\) Training](#)**

#### **Ongoing**

Westar provides training courses throughout the western United States to help air quality professionals develop, implement, and enforce air pollution control strategies. Courses include Air Dispersion Modeling, Advanced New Source Review/Prevention of Significant Deterioration, Combustion Source Evaluation, and many others.

### **[EPA's Air Pollution Training Institute](#)**

#### **Ongoing**

EPA's Air Pollution Training Institute conducts about 20 different courses annually in collaboration with participating host agencies/institutions

### **[Green Transportation Workforce Development Training](#)**

#### **Ongoing**

Green Transportation Workforce Development offers extensive programs and classes in the San Jose, CA area covering maintenance, repair, and operation of alternative fuel and advanced technology vehicles. Programs target fleet operators, technicians, educators and the general public.

### **[CARB Compliance Training](#)**

#### **Ongoing**

CARB offers the following courses throughout California to facilitate safe and environmentally friendly equipment operation and compliance with air quality regulations:

**California Energy Commission (CEC)  
[upcoming events](#).**

**South Coast Air Quality Management District  
[upcoming events](#).**

**CALSTART [upcoming events](#).**

throughout the United States. Courses include Quality Assurance for Air Pollution Measurement Systems, Fugitive VOC Inspections, Air Dispersion Modeling for Permit Engineers and many others.

### **[EUCI Training](#)**

#### **Ongoing**

EUCI conducts ongoing on-line training courses for energy sector professionals. Courses include: Stationary Engines Emissions Compliance; Combustion, Emissions, and Efficient Boiler Operations; Solar Power Purchase Agreements and others. EUCI also offers continuing education training as an authorized provider by the International Association for Continuing Education and Training.

- Above Ground Storage Tanks
- Advanced Portable Equipment Regulation
- Asbestos: Demolition and Renovation
- Biomass Fired Boilers
- Cal/EPA Basic Inspector Academy
- Coatings: Auto, Metal Parts, and Products
- Comprehensive Continuous Emissions Monitoring
- Fugitive Dust
- Fundamentals of Enforcement
- Gasoline Facilities Phase I and II Seminar
- Industrial Boilers
- In-Station Diagnostics
- Portable Equipment ATCM
- Visible Emission Evaluation Certification



## Available Funding

### Funding Available Nationally

**New! [EPA School Bus Rebate Program](#)**  
EPA has announced a new national rebate program, the first of its kind to be offered by EPA, to fund diesel engine emission reduction projects. The rebate program is designed to provide a more streamlined mechanism to fund replacement of older medium- and heavy-duty diesel engines, vehicle or equipment with newer technologies. The program will focus on a different vehicle type or vocation each year, with the first year's \$2 million to be provided for school bus rebates. The school bus rebate program, funded by the National Clean Diesel Campaign, is **accepting applications between November 13 and December 14, 2012**. There will be a **Rebate Information Webinar held on November 15, 2012 at 2pm EST**, which is accessible to the public via <https://epa.connectsolutions.com/schoolbusrebates>. The call-in information is: 866-299-3188 / 3327333#. For more information on the new rebate program, please visit: [epa.gov/cleandiesel/dera-rebate.htm](http://epa.gov/cleandiesel/dera-rebate.htm).

### SmartWay Innovative Financing

The SmartWay Clean Diesel Finance program aims to accelerate the deployment of energy efficient and emission control technologies by helping fleets overcome financial obstacles. To learn more about Innovative Financing options, please contact the SmartWay Call Center at (734) 214-4767 or [smartway\\_transport@epa.gov](mailto:smartway_transport@epa.gov). SmartWay also provides a [financial clearinghouse web site](#) with access to private lenders who help carriers obtain a loan for a SmartWay Certified Tractor, SmartWay Certified Trailer or SmartWay approved fuel savings and emissions reducing technologies. All information on the website refers to private company (not government) loans. More information is available [HERE](#).

### USDA Natural Resources Conservation Service Environmental Quality Incentives Program (EQIP)

EQIP is a voluntary program that provides financial and technical assistance to agricultural producers through contracts of up to ten years in length. This program provides financial assistance to help plan and implement conservation practices that address natural resource concerns and to improve soil, water, plant, animal, air and related resources on agricultural land and non-industrial private forestland. One goal of EQIP is to help agricultural producers meet Federal, State, Tribal and local environmental regulations. More information is available [HERE](#).

### Idle Reduction Rebates through Shorepower Truck Electrification Project (STEP)

**Rebate requests accepted until March 31, 2013.** The STEP Rebate program, implemented by Cascade Sierra Solutions (CSS), offers incentives of up to twenty percent of the installed equipment price or a maximum amount by category for equipment that can hook up to the power grid or operate on battery power to eliminate engine idling. Long-haul truck owners can apply on-line at the [CSS web site](#) for rebates on idle reduction equipment when they agree to use truck stop electrification sites over the next three years.

### CSS Financing Programs

CSS applies for financial assistance on behalf of the trucking community. CSS has secured funding for grants directly to truck owners as well as for funding its Revolving Loan Fund for truckers. Money that goes into the Revolving Loan Fund stays in the fund. When loans are repaid, those funds become available to help other truck owners finance a project. Learn about their programs [HERE](#).

### DOE, Clean Cities Current Funding Opportunities

Current transportation-related financial opportunities, including Clean Cities funding opportunity announcements (FOAs) issued by the DOE, are listed [HERE](#) when available. For help with the funding process, contact your local [Clean Cities coordinator](#).

### **DOE Biomass Program**

The DOE's Energy, Efficiency and Renewable Energy Biomass Program is helping transform the nation's renewable and abundant biomass resources into cost-competitive, high-performance biofuels, bioproducts, and biopower. More info [HERE](#).

## **State Funding**

### **California: Providing Loan Assistance for**

### **California Equipment (PLACE) Program**

CARB is funding innovative financing programs to provide fleet owners, particularly small business owners, easier access to loans needed to purchase newer, cleaner vehicles and equipment. CARB's loan programs offer several options to increase financing accessibility for both on- and off-road fleets, including loans, loan guarantees, and other mechanisms to assist industries affected by CARB regulations. More information is available [HERE](#).

### **California: Truck Lease-to-Own Financing Option**

CARB has partnered with the California State Treasurer's Office to offer Terminal Rental Adjustment Clause (TRAC) leases. TRAC leases are popular with many truck fleets as they provide federal tax advantages and include an option for purchase of the vehicle at the end of the lease term. For more information, see [http://www.arb.ca.gov/html/fact\\_sheets/trac\\_new\\_financing.pdf](http://www.arb.ca.gov/html/fact_sheets/trac_new_financing.pdf)

### **California: Voucher Incentive Program**

CARB's On-Road Voucher Incentive Program is a streamlined funding mechanism within the Carl Moyer Program that is implemented by local air districts. The goal of the program is to provide vouchers for fleets with ten or fewer vehicles to quickly replace or retrofit their older diesel trucks.

Trucks owners can be based anywhere in California. For more information, contact a participating dealership or retrofit installer, or contact the CARB Diesel Hotline at (866)-6DIESEL (866)-634-3735, email [866DIESEL@arb.ca.gov](mailto:866DIESEL@arb.ca.gov).

### **California: Hybrid Truck and Bus Voucher Incentive Project (HVIP)**

CARB's HVIP provides vouchers to help speed the early market introduction of clean, low-carbon hybrid and electric trucks and buses. HVIP accomplishes this by addressing the biggest barrier for fleet purchase of medium- and heavy-duty hybrids: the high incremental cost of these vehicles in the early market years when production volumes are still low. The current Year 3 HVIP includes higher voucher amounts for zero-emission vehicles and funding for aerial boom vehicles with electric power take-off. More information can be found at <http://www.californiahvip.org>.

### **California: San Joaquin Valley HVIP Plus**

\$1.9 million in San Joaquin Valley Air Pollution Control District HVIP "plus-up" project funding is now available. The project provides additional funding for HVIP-eligible vehicles that will operate 100% of the time in the San Joaquin Valley Air Basin. For example, if a \$45,000 voucher was requested for a zero-emission truck in the San Joaquin Valley, it could now receive another \$30,000 on top of that for a total of \$75,000 in voucher funding. For more information, visit: <http://www.californiahvip.org>.

### **Oregon: Commercial Electric Truck Incentive Program (CETIP)**

Oregon is launching a new electric truck buyer incentive program modeled after California's HVIP, using federal Congestion Mitigation and Air Quality (CMAQ) funding. The Oregon Department of Transportation will provide incentives to offset the cost of purchasing up to 200 eligible zero-emission urban delivery trucks. CETIP will be offered in the form of \$20,000 vouchers per eligible all-electric vehicle over 10,000 pounds. The incentives are available to companies in CMAQ-eligible communities in

Oregon, including the tri-county Portland metro area, the Rogue Valley and Grants Pass, Klamath Falls, La Grande, Lakeview and Oakridge. In order to qualify, companies will have to replace an existing diesel-powered vehicle with an eligible electric truck. For more information, visit: [www.oregon.gov/ODOT/GOVREL/Pages/news/090512a.aspx](http://www.oregon.gov/ODOT/GOVREL/Pages/news/090512a.aspx).

## Local Funding

**California: New San Joaquin Valley Agricultural Tractor Replacement Program**  
The San Joaquin Valley Air Pollution Control District is now offering incentives to replace existing agricultural tractors or off-road equipment with new reduced-emission replacement equipment. This first-come, first served multi-million dollar program provides up to 80 percent of the cost of the new equipment, with actual funding amounts based upon a set dollar per equipment horsepower. For more information, visit: [www.valleyair.org/grant\\_programs/grantprograms.htm](http://www.valleyair.org/grant_programs/grantprograms.htm) or call the air district funding hotline at tel: (559) 230-5858.

### California: Carl Moyer Program

Since 1998, CARB's Carl Moyer Program has provided funding for near-term air pollution emission reductions for cleaner-than required heavy-duty engines and emission control devices. More information [HERE](#) or call the [contact person for your district](#).

### California: Air District Grant Funding

California's 35 local air districts utilize motor vehicle fees, voter approved bonds, and other revenues to implement a variety of air quality incentive programs. For California air district funding information, visit:

- [South Coast AQMD](#)
- [San Joaquin Valley APCD](#)
- [Bay Area AQMD](#)
- [Sacramento Metropolitan AQMD](#)
- [San Diego APCD](#)
- [Other California Air Districts](#)

### Ports of Los Angeles and Long Beach, CA: San Pedro Ports Funding Opportunities

The Ports of Los Angeles and Long Beach offer various funding opportunities to demonstrate and deploy port trucks, cargo handling equipment, marine vessels and locomotives. More information can be found [HERE](#).



## News & Information

### West Coast Collaborative Awards Nearly \$6 Million for Clean Diesel Projects

The WCC announced on October 11, 2012 that it has awarded nearly \$6 million for projects to reduce harmful emissions from trucks, buses, locomotives and other major sources of diesel exhaust. These projects include \$5 million for five major metropolitan areas in California to replace or retrofit older, dirty diesel vehicles, engines and equipment, \$626,000 to retrofit older school buses and construction equipment in Idaho, \$346,620 to tribal entity selected to repower marine engines on

selected tribal vessels in Washington, and \$126,000 and \$100,000 for clean diesel projects in Nevada and the Pacific territories, respectively. These funds were part of US EPA's \$30 million in national Diesel Emission Reduction Act (DERA) projects announced nationally. For more information regarding DERA and WCC projects, visit: [www.westcosastcollaborative.org](http://www.westcosastcollaborative.org).

### Greenhouse Gas and CAFÉ Standards Finalized

On September 28, 2012, EPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) issued a final rule establishing greenhouse gas (GHG) and Corporate Average Fuel Economy (CAFE) standards for 2017- 2025 model year (MY) cars and light-duty trucks. The standards will increase fuel economy for light-duty vehicles to the equivalent of 54.5 miles per gallon (mpg) by MY 2025. The new standards are estimated to reduce oil consumption by approximately 4 billion barrels and reduce GHG emissions by 2 billion metric tons. Program flexibilities provided to automobile manufacturers include: credit banking and trading; air conditioning improvement credits; off-cycle credits; incentives for electric vehicles, plug-in hybrid electric vehicles, fuel cell vehicles, and compressed natural gas vehicles; incentives for advanced technologies including hybridization for full-size pickup trucks; treatment of compressed natural gas, plug-in hybrid electric vehicles, and flexible fuel vehicles; and provisions for intermediate and small volume manufacturers.

For more information, see:

[www.epa.gov/otaq/climate/regslight-duty.htm](http://www.epa.gov/otaq/climate/regslight-duty.htm) .

### **Vegetable Oil Diesel Company Challenges GHG Rules**

POP Diesel filed two petitions in the U.S. Court of Appeals for the District of Columbia Circuit challenging EPA and the U.S. Department of Transportation (DOT) on their joint rulemakings setting GHG standards and Corporate Average Fuel Economy (CAFE) Standards for cars and trucks. In the first case, *Plant Oil Powered Diesel Fuel Systems, Inc. v. DOT* (No. 12-1427), POP Diesel™ asks the court to review EPA's and DOT's joint GHG-CAFE rulemaking for medium- and heavy-duty trucks. In the second case, *Plant Oil Powered Diesel Fuel Systems, Inc. v. EPA* (No. 12-1428), POP Diesel asks the court to review EPA's and DOT's joint GHG-CAFE rulemaking for model year 2017 through 2025 light-duty vehicles. According to its website, "POP Diesel™ specializes in enabling diesel engines to run on straight vegetable oil and providing you clean, safe fuel to run them on." For further information, visit:

[www.4cleanair.org/Documents/LitigationPOPDieselPetition2102312.pdf](http://www.4cleanair.org/Documents/LitigationPOPDieselPetition2102312.pdf) .

### **EPA Sued for Plan to Cover Clean Air Act Ozone Fees with Auto Registration Surcharge**

Five environmental groups filed a petition for review of EPA's August 12, 2012 approval of revisions to the San Joaquin Valley air district's portion of the California State Implementation Plan. The revisions include district's Rule 3170 that allows it to impose supplemental fees on motor vehicles as an alternative to the stationary source fees required by the Clean Air Act. Under the alternative program approved by EPA, the district collects fees from major stationary sources except those that have applied Best Available Control Technology since 2006. The district makes up the revenue for the clean unit exemptions with mobile source fees equal to \$1 per month per vehicle in the area. EPA concluded when approving the program that "states may opt to proceed as here, shifting the burden from a specific set of major stationary sources to non-major sources, such as owners of mobile sources that also contribute to ozone formation." Petitioners Medical Advocates for Healthy Air, Latinos United for Clean Air, Sierra Club, National Parks Conservation Association and Natural Resources Defense Council contend that EPA violated the Clean Air Act when it waived fees on industrial sources in the San Joaquin Valley. For more information, visit: [www.gpo.gov/fdsys/pkg/FR-2012-08-20/pdf/2012-20268.pdf](http://www.gpo.gov/fdsys/pkg/FR-2012-08-20/pdf/2012-20268.pdf) .

### **South Coast AQMD Recommends Approval of \$53M in Funding for Air Quality Projects**

The South Coast AQMD has recommended that 20 proposals for emission-reduction projects in the Coachella Valley receive \$53.3 million in funding. Funding is provided by Competitive Power Ventures, Inc. to the air district for emissions offsets needed to construct and operate a new power plant in the Coachella Valley. Projects proposed for funding include solar and wind power installations, traffic signal synchronization, alternative fuel vehicles and infrastructure, air filters for classrooms, paving of dirt roads and

other projects. State legislation requires that at least 30 percent of projects be in environmental justice areas, at least 30 percent of projects be in proximity to the power plant, while the remaining 40 percent fall anywhere within the air basin. The air district subsequently opted to ensure the final 40 percent of projects were located in the Coachella Valley. For more information regarding projects recommended for funding, visit:

[www.aqmd.gov/news1/2012/coachellavalleyPR.htm](http://www.aqmd.gov/news1/2012/coachellavalleyPR.htm)

### **South Coast AQMD to Initiate Hydraulic Fracking Rule**

On October 5, 2012, the South Coast AQMD Board directed its staff to initiate a rulemaking to address potential air quality impacts from oil and gas production activities utilizing hydraulic fracking. Rulemaking may include requirements for reporting of chemicals used in the fracking process. The air district will also review its existing rules to determine if they are adequate to minimize air quality impacts from fracking and to evaluate advanced technologies available to control emissions from fracking activities. The decision to conduct rulemaking was preceded by an air district technology symposium on September 18, 2012 to better understand the use of fracking in California and the Los Angeles region. For more information, visit:

[www.aqmd.gov/news1/2012/bs100512.htm](http://www.aqmd.gov/news1/2012/bs100512.htm) .

### **South Coast AQMD Awarded over \$4 Million for Zero-Emission Freight Demonstration**

On August 8, 2012, DOE awarded \$4.169 million of its \$10 million Zero-Emission Freight Transportation Demonstration solicitation to the South Coast AQMD to develop and demonstrate zero-emission drayage trucks. The drayage trucks, to be manufactured by Balqon, Transportation Power, U.S. Hybrid, and Vision Industries, will perform drayage operations between the Ports of Long Beach and Los Angeles and near dock railyards. This DOE solicitation was limited to the nation's only two regions designated as severe or extreme non-attainment of the federal 8-hour ozone standard – the South Coast/Los Angeles region and Houston, Texas. Houston was awarded the remainder of the solicitation funding. For more

information, visit:

[www.aqmd.gov/hb/attachments/2011-2015/2012Oct/2012-Oct5-011.pdf](http://www.aqmd.gov/hb/attachments/2011-2015/2012Oct/2012-Oct5-011.pdf) .

### **Launch of California's Greenhouse Gas (GHG) Cap-and-Trade Auction**

As part of California's GHG cap-and-trade program, CARB will hold allowance auctions and reserve sales to allow market participants to acquire GHG allowances directly from CARB. CARB plans to conduct the first quarterly auction on November 14, 2012. CARB plans to conduct the first quarterly reserve sale on March 8, 2013. Auction participants will have to apply to participate in an auction, or submit a bid for reserve sales, and meet financial regulatory requirements in order to participate in an auction or reserve sale. More information regarding California's Cap-and-Trade Program and auction, visit:

[www.arb.ca.gov/cc/capandtrade/capandtrade.htm](http://www.arb.ca.gov/cc/capandtrade/capandtrade.htm) .

### **CARB Announces 10,000 ZEVs Funded**

CARB announced on September 28, 2012 that 10,000 zero emission vehicles have been purchased and are on the road thanks to its AB 118: Clean Vehicle Rebate Project (CVRP). The state program provides rebate incentives to drive increased sales of the very cleanest vehicles such as electric cars, plug-in hybrids, and fuel cell vehicles. California accounts for 40 percent of all plug-in electric vehicles purchased nationwide over the past two years even though the state constitutes only 10 percent of the national market for conventional vehicles. The rebate program supports ARB's Zero Emission Vehicle mandate requiring that 15 percent of cars sold in 2025 be zero emission. It also complements Governor Brown's March Executive Order to reduce greenhouse gas emissions from cars and establish rapid commercialization of zero-emission vehicles, including an infrastructure to support one million zero-emission vehicles by 2020. More information regarding the CVRP is available [HERE](#), or by calling Meri Miles of ARB at: (916) 322-6370.

### **CARB Completes 'Gear Up for Clean Truck Month'**

On October 12, 2012, CARB announced that its month-long multi-agency campaign to ensure that trucks traveling on California's roadways are obeying state air pollution laws was a success. With assistance from the California Highway Patrol, Caltrans and the California Department of Food and Agriculture, ARB staff inspected 4,053 trucks at roughly 40 locations throughout the state during August, noting an overall compliance rate of more than 80 percent. Trucks were inspected for compliance with many air pollution laws including those requiring owners of certain model year vehicles to install diesel soot filters to reduce harmful diesel emissions. In particular, for 1996-1999 model year trucks – the first model years required to currently be in compliance under the comprehensive Truck and Bus regulation passed in 2008 – the compliance rate was 90 percent. This includes those truck owners who met the regulatory requirements by either registering their vehicles with ARB to take advantage of flexibility in the regulation, or who had already installed diesel soot filters. For more information, visit:

[www.arb.ca.gov/msprog/truckstop/pdfs/cleantruckmonth.pdf](http://www.arb.ca.gov/msprog/truckstop/pdfs/cleantruckmonth.pdf).

**California Energy Commission Awards Over \$46 Million for Clean Transportation Projects**  
The California Energy Commission approved funding of more than \$20 million for Innovative Transportation Projects on October 10, 2012, and over \$26 million for Advanced Technology Truck and Bus Demonstration Projects on November 1, 2012. These awards are made through the Energy Commission's Alternative and Renewable Fuel and Vehicle Technology Program, created by Assembly Bill 118. Transportation projects selected for funding include: \$10 million to Tesla for the purchase of equipment needed to produce the new zero-emission Tesla Model X crossover vehicle; \$3 million to the Bay Area Air Quality Management District to demonstrate zero-emission taxis that can use switchable/replaceable batteries; and \$2.5 million for a medium- and heavy-duty alternative fueled vehicle buy-down program. Demonstration projects include nearly \$18 million to CALSTART to demonstrate a variety of clean truck, bus and equipment technologies, and over

\$4 million to the Gas Technology Institute for advanced technology alternative fuel vehicle projects. The latest information regarding these and all other Energy Commission funding awards is found [HERE](#).

**Free Shore Power Through January 31, 2012**  
Shorepower Technologies has announced that it will provide free on-board truck stop electrification (i.e. shore power) at all its facilities through January 31, 2013. Shore power - similar to the electrical connections at recreational vehicle parks and marinas – allows truckers to operate heating, ventilation, air conditioning, and other cab equipment without idling the main engine. Shorepower Technologies provides truck stop electrification at over 50 locations nationwide, including 14 along the West Coast. Truckers can call 888-841-3137 to register for a free shore power account.

**Magnetic Suspension Freight Transport Being Demonstrated at Port Angeles, WA**

Construction of the first phase of a magnetic suspension container freight movement system has been completed, and the system is now being tested at Port Angeles, Washington. The project LEVX Transportation System is designed to maximize freight transport efficiency and increase a port's capacity by limiting the need for container stacking in the terminal and expediting the flow of containers directly to rail yards, trans-loading centers, truck hubs or warehouse complexes. For more information, visit: [www.levx.com](http://www.levx.com).

**Metro Vancouver Using Remote Sensing to Study Diesel Truck and Bus Emissions**

Metro Vancouver and its partners are using remote sensing technology to measure emissions from thousands of semi-trailer trucks, dump trucks, buses and other heavy-duty diesel vehicles on roads and highways within the Metro Vancouver region. Metro Vancouver will use results of the three-month study to help characterize the emissions profile of the heavy-duty fleet in the region, understand the impacts of potential programs and policies aimed at reducing emissions from diesel vehicles, and test the feasibility of remote sensing

technology. Metro Vancouver is a political body and corporate entity comprising 22 municipalities in the Vancouver region. For more information, contact Metro Vancouver at tel: (604) 432-6200.

### **Puget Sound Maritime Forum Shows Emission Reduction at Northwest Ports**

The 2011 Puget Sound Maritime Air Emissions Inventory was released on October 30, 2012. The inventory update quantifies maritime-related emissions for the calendar year 2011, and compares the data against the 2005 baseline inventory. Pollutants measured in the inventory include relevant Environmental Protection Agency criteria pollutants and precursors, including carbon monoxide, nitrogen oxides, sulfur dioxides, volatile organic compounds and fine particulate matter, as well as greenhouse gases, and diesel particulate matter. The inventory shows declining diesel emissions resulting from the Northwest Ports Clean Air Strategy (NWPCAS). Related news story:

[seattletimes.com/html/localnews/2019562934\\_airpollution31m.html?syndication=rss](http://seattletimes.com/html/localnews/2019562934_airpollution31m.html?syndication=rss)

The inventory is available here:

<http://www.pugetsoundmaritimeairforum.org/>

More info on the NWPCAS:

<http://www.portoftacoma.com/nwpcas> .

### **Riverside Receives Green Fleet Award**

On October 11, 2012, the City of Riverside, California's fleet was named the greenest in North America at the fifth annual Government Green Fleet Awards and Expo in Chicago. The award is evaluated on standards in fleet composition, fuel and emissions, policy and planning, fleet utilization, education, executive and employee involvement and support programs. Riverside stood out for its steady approach of incorporating

hybrids, electric vehicles, and adding alternative fuels such as propane, hydrogen and compressed natural gas into the fleet. The Government Green Fleet Award is open to all federal, state, and local government fleets in North America and is sponsored, in part, by Green Fleet Magazine. Forty governmental agencies received recognition, ten of which are located in California. More information is available [HERE](#).

### **West Coast Collaborative Grant Recipient Receives Kudos for Trailer Skirt Project**

The Pacific Northwest Pollution Prevention Resource Center, Interstate Distributor and Freight Wing have received the Seattle Business Green Washington Award 2012 for outfitting over 2,000 trailers with aerodynamic skirts that will save 16 million gallons of diesel fuel and prevent over 182,000 tons of green house gas emissions. More information is available [HERE](#).

### **Diesel Exhaust Contributes 15 Times More Secondary Organic Aerosol than Gasoline**

Researchers at the University of California, Berkeley, have concluded that diesel exhaust contributes 15 times more Secondary Organic Aerosol – a major component of ground-level ozone – than gasoline exhaust per liter of fuel burned. In a new study, the authors estimate that, depending on the amounts of gasoline and diesel fuel used in an area, diesel exhaust is responsible for 65 to 90 percent of vehicle-related Secondary Organic Aerosol in the region. The study, "Elucidating Secondary Organic Aerosol from Diesel and Gasoline Vehicles Through Detailed Characterization of Organic Carbon Emissions," was published online at:

[www.pnas.org/content/early/2012/10/17/1212272109](http://www.pnas.org/content/early/2012/10/17/1212272109) .



## New Reports & Tools

### United States on Path to Nearly Reach 2020

#### Greenhouse Gas Reduction Goal

The United States is on course to nearly reach its 2020 goal for reducing greenhouse gas (GHG) emissions, according to a report by Resources for the Future (RFF). In 2009, President Obama set a goal of reducing GHG emissions to 17 percent below 2005 levels by 2020. According to RFF, the U.S. is on track to emit 16 percent less GHGs by 2020. RFF attributes the success in GHG reductions to three factors: GHG regulations under the Clean Air Act (mostly GHG emissions standards for motor vehicles); economic trends (cheaper natural gas and a decrease in demand for electricity); and state and local efforts to reduce GHG emissions. For more information, visit: [www.rff.org/RFF/Documents/RFF-DP-12-48.pdf](http://www.rff.org/RFF/Documents/RFF-DP-12-48.pdf).

### Union of Concerned Scientists (UCS) State of Charge Report

The UCS report, State of Charge: Electric Vehicles' Global Warming Emissions and Fuel-Cost Savings Across the United States, compares the global warming emissions from electric vehicles with those from gasoline-powered vehicles and finds that nationwide, electricity is produced primarily

from coal. In vehicles charged from the grid produce lower global warming emissions than the average compact gasoline-powered vehicle even when the regions with the "cleanest" electricity grids, EVs produce lower global warming emissions than even the most fuel-efficient hybrids. The full report is available [HERE](#).

### Draft Bay Area Plug-In Electric Vehicle Readiness Plan

On September 25, 2012, the Bay Area Air Quality Management District announced the release of a regional Draft Plug-In Electric Vehicle Readiness Plan (PEV Readiness Plan) for the Bay Area and Monterey Bay regions. The PEV Readiness Plan is both a regional and statewide effort co-sponsored by DOE and the California Energy Commission that seeks to identify the systems and resources needed to support accelerated plug-in electric vehicle deployment, infrastructure, investment and readiness in the region. For more information, visit: [www.baaqmd.gov/Divisions/Strategic-Incentives/Bay-Area-EV-Ready.aspx](http://www.baaqmd.gov/Divisions/Strategic-Incentives/Bay-Area-EV-Ready.aspx).



## Links & Resources

### California: South Coast Draft PM2.5 AQMP

On September 7, 2012, the South Coast AQMD released its Revised Draft 2012 Air Quality Management Plan (AQMP) demonstrating attainment of the 2006 24-hour PM2.5 National Ambient Air Quality Standard (NAAQS) by 2014. The AQMP also contains updated measures to South Coast's previous plan to demonstrate attainment of the 8-hour ozone NAAQS. The Revised Draft 2012 AQMP incorporates the latest

scientific and technological information and planning assumptions, including the 2012 Regional Transportation Plan/Sustainable Communities Strategy and updated emission inventory methodologies for various source categories. The AQMP also contains measures needed for the early deployment of zero- and near-zero emission technologies that must be commercialized and deployed as early as possible for the region to attain the 8-hour ozone NAAQS.

Public workshops on the Draft AQMP will be held November 14-16, 2012 throughout the region. The AQMP adoption Board Hearing is scheduled for December 7, 2012. For more information, visit: [www.aqmd.gov/aqmp/2012aqmp/index.htm](http://www.aqmd.gov/aqmp/2012aqmp/index.htm)

### EPA Science to Achieve Results (STAR) Webinar

**November 8-9, 2012**

The EPA Office of Research and Development will hold a kick-off meeting for the EPA Science to Achieve Results (STAR) projects. The 13 STAR grants focus on the information that is needed to help keep our air clean today and make

sure it stays clean in the future. The eight projects funded under the solicitation “Adaptation for Future Air Quality Analysis and Decision Support Tools in Light of Global Change Impacts and Mitigation” look at how future changes in emissions and land use may affect air quality and air quality management strategies. The five projects funded under the solicitation “Dynamic Air Quality Management” will examine ways to incorporate information more quickly into decisions regarding emissions control strategies. For more information, contact John Dawson of EPA at tel: (703) 347-8109.



**WEST COAST COLLABORATIVE**  
A public-private partnership to reduce diesel emissions

[www.westcoastcollaborative.org](http://www.westcoastcollaborative.org)

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