



Air Quality Regulations: What You Need to Know

December 6, 2016



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Air Quality Regulations: What You Need to Know

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CALIFORNIA SUSTAINABLE FREIGHT ACTION PLAN

Heather Arias, Chief
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2016 Almond Conference
December 6, 2016

California Sustainable Freight Action Plan

Governor's Executive Order B-32-15

- Improve freight efficiency
- Transition to zero emission technologies
- Increase economic competitiveness

Action Plan Finalized in July 2016, includes:

- Vision and Guiding Principles
- 2030 Statewide Freight Targets
- Freight Funding Approach
- State Agency Actions and Implementation Steps
- Pilot Project Concepts

CALIFORNIA
**SUSTAINABLE
FREIGHT**
ACTION PLAN



California Environmental Protection Agency
Air Resources Board



Freight Transport System



Modes &
Facilities



Sustainable Freight Transport System Vision

“Utilize a partnership of federal, State, regional, local, community, and industry stakeholders to move freight in California on a modern, safe, integrated, and resilient system that continues to support California's economy, jobs, and healthy, livable communities. Transporting freight reliability and efficiently by zero emission equipment everywhere feasible, and near-zero emission equipment powered by clean, low-carbon renewable fuels everywhere else.”



2030 Statewide Freight Targets

System Efficiency Target

Improve freight system efficiency 25 percent

Transition to Zero Emission Technology Target

Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize near-zero emission freight vehicles and equipment powered by renewable energy

Increased Competitiveness and Economic Growth Targets

Establish a target or targets for increased State competitiveness and future economic growth within the freight and goods movement industry

Freight Funding Approach

- **Phase II - Trade Corridor Improvement Fund/Goods Movement Emission Reduction Program**
- **Fixing America's Surface Transportation (FAST) Act**
- **Statewide Freight Funding Strategy**



Summary of State Agency Actions

1. Work with legislature on a freight transport funding package
2. Work with legislature on distribution of federal FAST Act funds
3. Plan and invest in infrastructure to modernize freight corridors
4. Accelerate use of advanced technologies and renewable fuels
5. Establish a sustainable freight think tank
6. Develop strategies, tools, and data that considers commercial viability and promotes competitiveness
7. Continue work with the freight efficiency development group
8. Implement steps to meet existing and future workforce needs
9. Identify regulatory or permitting process improvements

Implementation Steps

Transportation and Fueling Infrastructure

- Alternative Fuels Network Planning and Incentives
- Freight Handbook

Advanced Technologies

- Vehicle and Equipment Regulatory and Incentive Concepts

System Efficiency

- Freight Truck Platooning, Route Designation, and Signal Priority
- Intelligent Transportation Systems Enhancements

Pilot Project Concepts

Dairy Biomethane for Freight Vehicles
San Joaquin Valley

Advanced Technology for Truck Corridors
Southern California

Advanced Technology Corridors at Border Ports of Entry
California-Mexico Border



Next Steps

By July 2017	State agencies work with partners to establish workgroups and work plans for Action Plan implementation
By July 2018	Provide progress report on Action Plan implementation efforts
By July 2019	Evaluate Action Plan freight targets to determine if adjustments are needed

Stay up to date:

www.casustainablefreight.org

State Implementation Plans

SIPs Currently Under Development


	Ozone	PM10	PM2.5		
Area	(2008) 8-Hour 0.075 ppm	(1987) 24-hour 150 ug/m3	(2006) 24-Hour 35 ug/m3	(1997) Annual 15 ug/m3	(2012) Annual 12 ug/m3
San Joaquin Valley		✓*	✓	✓	✓
Sacramento Valley**	✓				

*Maintenance Plan

**For SIP development purposes, comprised of all Sacramento and Yolo counties, eastern portion of Solano County, southern portion of Sutter County, western slope of El Dorado and Placer Counties up to the Sierra crest

Path to PM_{2.5} Attainment in the San Joaquin Valley

- Development of integrated strategy to address multiple standards
 - 35 ug/m³ – 2006 24-hour standard
 - 15 ug/m³ – 1997 Annual standard
 - 12 ug/m³ – 2012 Annual standard
- Build on current progress under Clean Air Act
- Attainment achievable through combination of new ARB and District actions
- Include both regulatory and incentive-based approaches



**Martha Guzman-Aceves,
Governor's Office**

Questions?