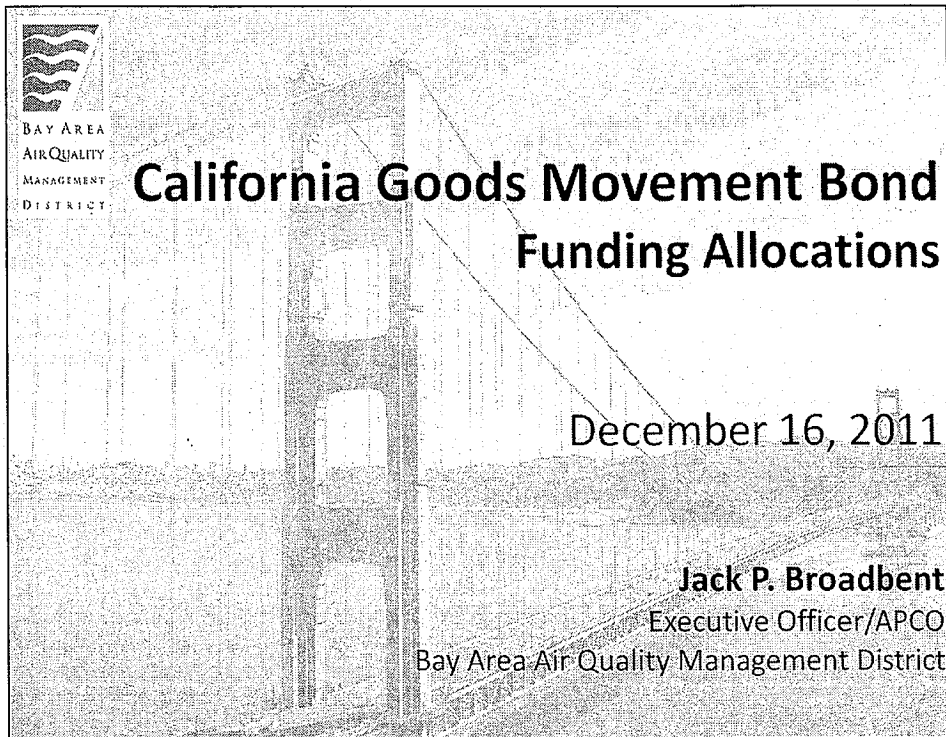


Jack Broadbent  
11-10-13



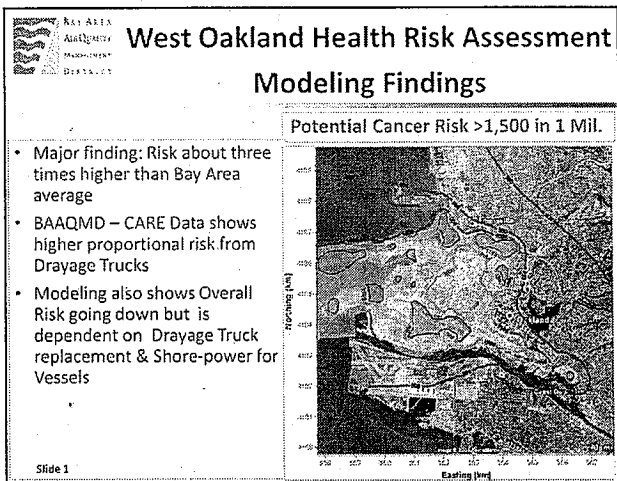
**California Goods Movement Bond  
Funding Allocations**

December 16, 2011

**Jack P. Broadbent**  
Executive Officer/APCO  
Bay Area Air Quality Management District

- Good morning Chairperson Nichols and members of the Air Resources Board
- I'm very happy to speak here before you in support of staff's recommendation for the allocation of the third installment of California Goods Movement bond funding.

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- Staff's recommendation to provide up to \$61.6 million for drayage trucks upgrades is a hugely important step in completing the work to reduce the cancer health risk in the West Oakland community
- As you may remember, our agencies conducted a joint health risk assessment in West Oakland in December 2008.
- That assessment identified cancer risk levels that were three times higher than any other area of the Bay Area, some numbers even exceeding risk levels of 1,500 in 1 million
- Drayage trucks were identified as being a large component of this risk; and the Air District in partnership with the Port of Oakland, USEPA and your agency moved quickly to provide \$26 million to address that risk by installing particulate filters and replacing vehicles.
- That action in 2009/10 has led to 50% of the emissions from drayage trucks being eliminated.

- However, while this is a welcome improvement in air quality, our work West Oakland is not finished
- Recent studies by the Air District's - Community Air Risk Evaluation (CARE) program show that the proportional risk assigned to drayage trucks in the original health risk assessment was too low
- and while Air District modeling show overall risk going down in West Oakland over time, this cannot happen with out the replacement of drayage trucks

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**Northern California  
Drayage Trucks**

Engine model year	Compliant until	# of Drayage trucks in Northern CA	# of trucks that received grant funds	Grant funds expended
1994-2003 (w/ retrofits)	12/31/13	1,700	1,319	\$15,586,534
2004	12/31/11	700	0	\$0
2005 & 2006	12/31/12	2,150	0	\$0
2007 - 2009	2022	1,350	203	\$10,150,000
2010 +	Fully compliant:	400		
<b>Total</b>		<b>6,300</b>	<b>1,522</b>	<b>\$25,736,534</b>

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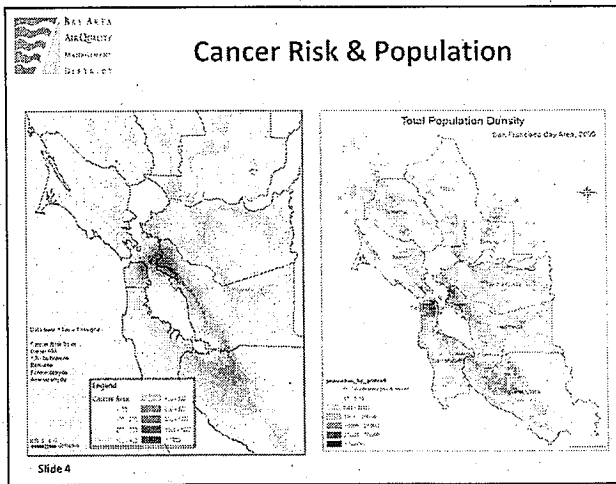
- The Air District believes that the drayage community in Oakland has partnered with both our agencies to clean up its operations. This is evidenced in the chart before you that shows 1,319 trucks retrofitted with our monies
- This chart also shows 400 additional trucks that were retrofitted using private funds that will also need to be upgraded to meet the upcoming Phase 2 regulatory requirements in 2014.
- Your staff's proposal makes California Goods Movement Bond funding available to both sets of these truckers and reinforces the idea of providing financial assistance to those who take early action to come into compliance ahead of regulatory deadlines
- However, while your staffs proposal to fund these truckers make sense, the Air District believes that the application process being proposed for the allocation of funding is flawed
- Your staff proposes to take applications from drayage truckers

in January and February to determine how much money needs to be reserved for drayage truckers before making a final allocation to air districts in the April time frame

- Firstly, this is not an area in which the ARB is experienced and it will take you time to come up to speed on the processes and mechanisms necessary for dealing with such a large volume of applications (1,700 from the Bay Area alone)
- Additionally, ARB does not have the far reaching and deep-rooted connections that air districts have with local truckers that will encourage them to participate in the program
- Also, the idea that ARB will transfer applications to air districts at the end of its process is problematic. You may remember that a similar type of process was tried in the Carl Moyer program for a number of years before being abandoned due to its high degree of administrative burden on grantees, ARB and air districts.
- We would therefore encourage ARB to heed the lessons of history and to rely on tried and trusted systems that are in place of air districts to deal with the volumes of applications that need to be processed as part of this program. We know the truckers, we have

the trained staff and we are capable of responding in the time frames necessary for you to meet the of the Department of Finance.

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- While we may differ with your staff on how programs should be run, the Air District firmly believes that Emissions reductions from goods movement are crucial to reducing health risks in the Bay Area
- This is because the Bay Area contains 22% of the total number of Californians living in goods movement corridors
- Also, that population is exposed to 20% of the total particulate matter (PM) from goods movement statewide
- And, Diesel PM accounts for about 80% of the cancer health risk from airborne toxics in the Bay Area
- These facts are reflected in the two maps you see before you, the map on the right shows the densest portions of the Bay Area's population living adjacent to highways in goods movement corridors
- While, the map on the left shows the cancer health risk along those goods movement corridors

- Overlaying the population and cancer health risk shows that continued action is needed to reduce health risks from trucks traveling along these corridors



## MY 2004, 05 & 06 Trucks

- **Outreach** – Partner with Air District/Port to advise all drayage trucks of upcoming deadlines
- **Loan Assistance** – If more funds become available

Slide 5

- Finally, while the Air District greatly appreciates ARB's staff proposal; we believe that additional efforts are needed to assist other drayage truckers with upcoming compliance deadlines. Specifically, those individuals who own engine model year 2004, 2005 and 2006 Vehicles
- The Air District has made numerous requests of ARB staff to assist in noticing the owners of engine model year 2004 drayage trucks of upcoming compliance deadlines. However, ARB staff has refused to provide the notice requested.
- The Air District believes that it is incumbent on ARB to provide the same level of outreach across regulated industry categories.
- For example, ARB has done numerous press releases on upcoming deadlines for the on road trucking community. However, similar press releases have not been prepared for drayage trucks.
- In the absence of clear information from ARB, drayage

truckers are left with speculation, rumors and confusion which may ultimately lead them not to act in advance of regulatory deadlines

- We would therefore encourage you to direct your staff to provide outreach to all drayage truckers regarding upcoming compliance deadlines and we stand ready to assist in any way possible to make that happen.
- Additionally, credit remains a major obstacle for many truckers, especially in this economy. Once additional bond funding becomes available, the Air District would encourage ARB to provide loan guarantees and low interest loans to truck drivers in order to assist them in upgrading their equipment.
- This type of program may be especially valuable for trucks with engine model year 2005 and 2006, for whom no other funding assistance is currently available
- Thank you for your time and I would be happy to answer any questions