



GATEWAY CITIES  
COUNCIL OF GOVERNMENTS



# National Idling Reduction Planning Conference

Albany, NY

May 17-19, 2004

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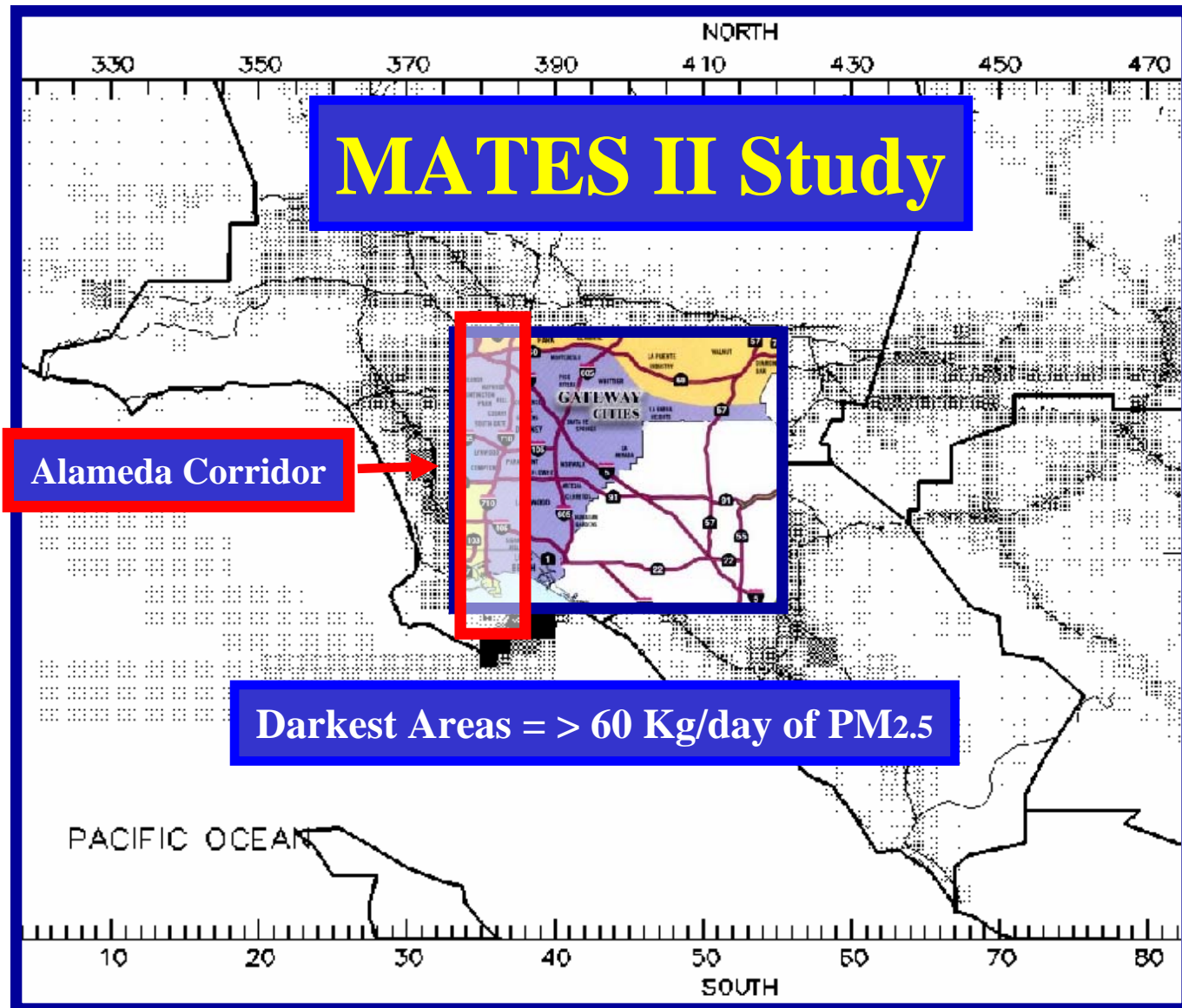
# The Gateway Cities Sub-Region

- Comprised of **27 cities** in southeastern Los Angeles County and the Port of Long Beach
- More than **2 million people** live in the sub-region
- Industrial heartland of Los Angeles County
  - Manufacturing, warehousing, and trucking dominate the economy
  - POLB / POLA area is North America's busiest port complex
- More than **32,200 diesel truck trips** occur in and out of these two ports ***each day***
- A large percentage of these trucks are pre-1984 vintage that pre-date any emissions control systems
- Gateway Cities Council of Governments (a joint powers authority) mission: : **Attract Economic development, Enhance Mobility, and Improve Air Quality**

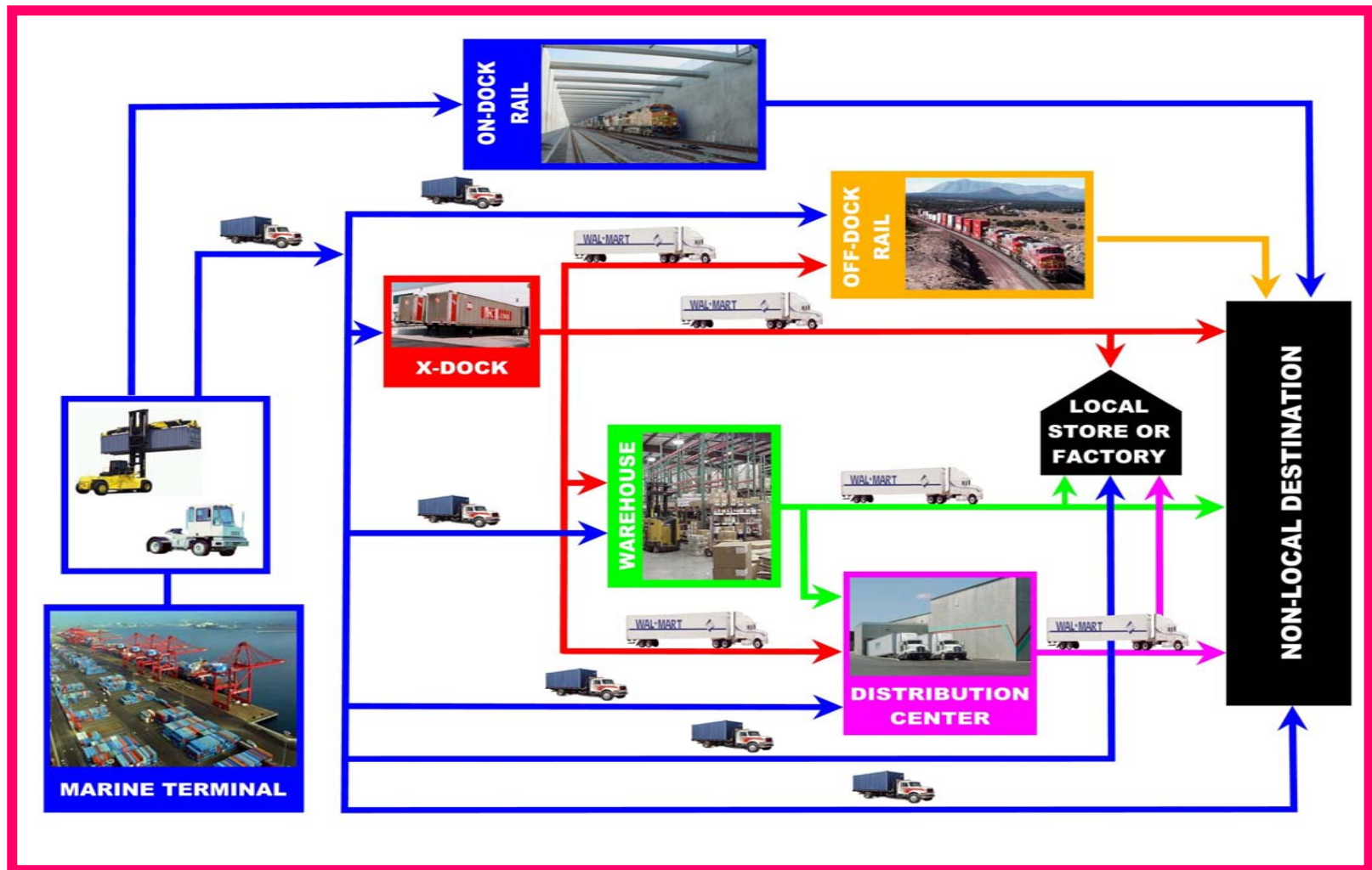
# The Gateway Cities Subregion



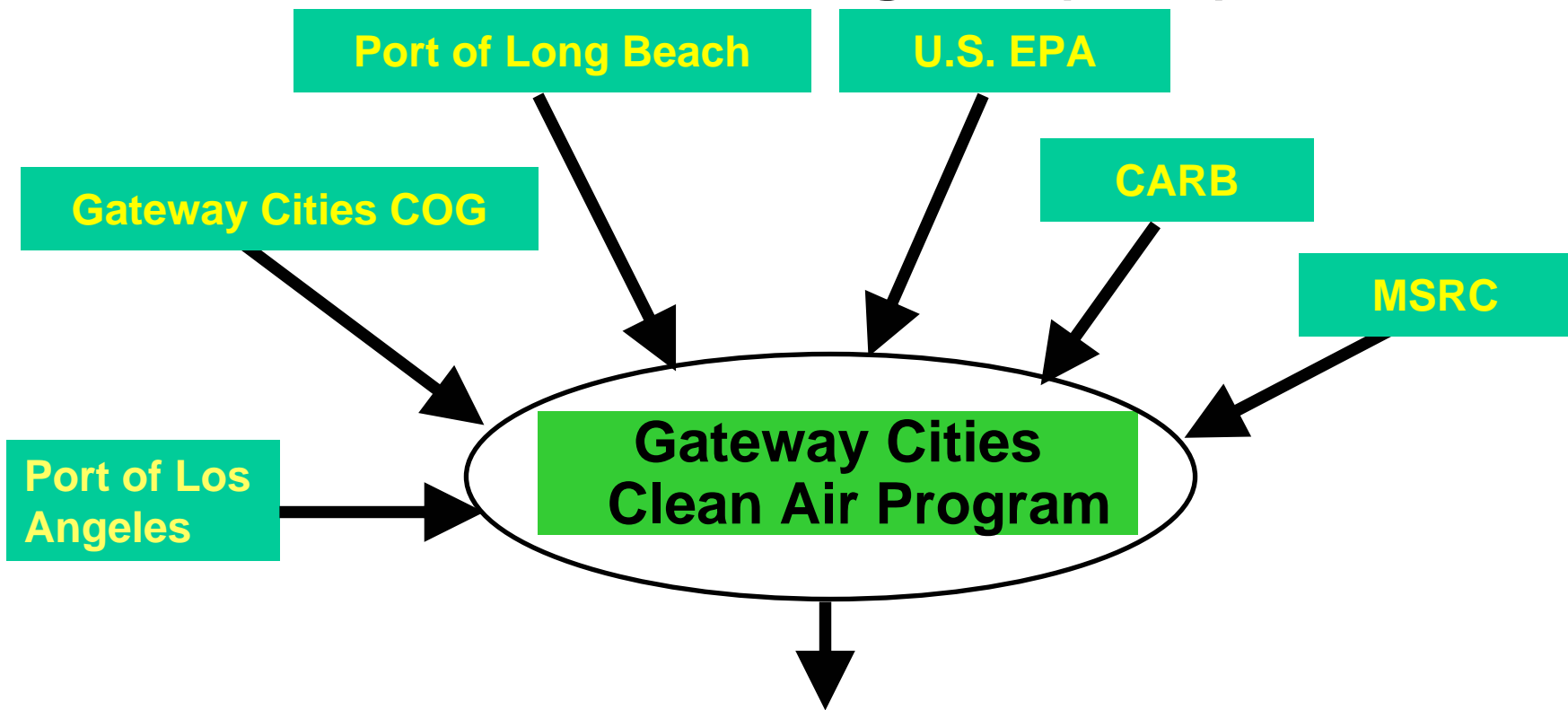
# Major EJ Issues Exist in the Subregion



# Trade and Goods Movement ....The Logistics Chain



# Current Funding Structure for the Gateway Cities Clean Air Program (CAP)



## Three Program Elements:

- Diesel Truck Fleet Modernization (**Existing**)
- Off-road Equipment at Port of Long Beach (**Existing**)
- Retrofits and/or PM Traps on Fleet Vehicles, Accelerated use of Low Sulfur Diesel Fuel (**Potential**)

# The CAP takes near-term actions to reduce emissions from **in-use** heavy-duty diesel vehicles



## The 5 “Rs” of Reducing In-Use HDV Emissions:

Type of "R"	Corresponding Element of the Gateway Cities CAP
Replace	Fleet Modernization: Pre-1984 Trucks Scrapped
Repair / Rebuild	Fleet Modernization: All 1994 to 1998 Trucks Get Low-NOx Chip Reflash
Retrofit	Port of Long Beach: DOCs on Port Equipment
Refuel	Port of Long Beach: Use of Diesel Emulsion Fuel
Repower	Fleet Modernization: Allows Repower or Complete Truck Upgrade

# Gateway Cities Clean Air Program

- Program elements implemented to date:
  - Fleet Modernization Program
    - Replacement of pre-1984 trucks with 1994 and newer trucks
    - Mandatory low-NOx chip reflash on all 1994-1998 replacement trucks
  - Port of Long Beach On-site Emission Reductions
    - Terminal operators equip HDVs with two types of diesel oxidation catalysts
    - Some HDVs also operate on emulsion fuels



# 1. Clean Air Program: Fleet Modernization

- Incentive-based, voluntary program
- Incentives average \$25,000 per truck
- Owner pays about one third of total truck cost
- Old truck engine and chassis are permanently destroyed
- Trucker saves about \$1700 per year in fuel costs due to more efficient engines



*Gateway program truck undergoing scrappage process.*