From: Jared Blumenfeld
To: Jared Blumenfeld
Subject: Fw: Talking Points for WCC Opening Remarks
Date: 05/30/2012 12:14 AM
Attachments: West Coast Collaborative Partners Meeting_TPs_Jared Blumenfeld.doc

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Sent by EPA Wireless E-Mail Services
▼ Penelope McDaniel

----- Original Message -----
From: Penelope McDaniel
Sent: 05/23/2012 10:40 AM PDT
To: Jared Blumenfeld
Cc: Zoe Heller
Subject: Talking Points for WCC Opening Remarks

Hi Jared,
Please find the TPs for your opening remarks. I have attached the word doc, and pasted the text in the body of the email for ease of copying to your iPad.

Let me know if you have any questions.

Thank you!

West Coast Collaborative Partners Meeting

May 30 – 31, 2012

Seattle, WA

Talking Points for Jared Blumenfeld

DAY 2 – Wednesday, MAY 30th

1:15 - 1:45 pm

[Dennis McLerran will speak first, and then introduce Jared]

[~10 – 15 mins per Regional Administrator]

- Thank you, Dennis.

- Good morning, and welcome to the 2012 West Coast Collaborative Partners Meeting!

- My name is Jared Blumenfeld, and I am the Regional Administrator for USEPA's Pacific Southwest Regional Office in San Francisco.

- I am delighted to be here with all of you to continue the discussion around the critical work of reducing diesel and GHG emissions, while improving air quality and reducing impacts to human health, and expanding opportunities for investment in technology advancement.

- The next two days are filled with informative panel and breakout sessions that address the needs for reducing diesel and GHG emissions along the west coast.

- Sessions including: financing and leasing options for cleaner fleets; zero and near zero emission technologies; a broad range of germane federal, state and local policies; issues surrounding air quality in our communities; sustainable goods movement and supply chain strategies; and many more sessions are being offered to stimulate conversation about how best to tackle the emission reduction challenges along the west coast.

- This is ever more important as air quality standards become more stringent and federal and state funds to clean up diesel emissions are on the decline.

- In the State of CA, we have some of the worst air quality in the country particularly San Bernardino in the South Coast, and Bakersfield in the southern San Joaquin Valley.

- These two areas are saddled with major challenges, but have unique opportunities for meeting the air quality standards.

- For instance, the South Coast Air Bain is home to approximately 15 million of California's ~37 million residents, and approximately 33% of all containerized goods in the nation through the San Pedro Bay Ports.

- The South Coast region contains the highest concentration of freight trains, rail yards, warehouses and distribution centers in the country.

- And while rail is an efficient mode of transport per ton of goods moved, operational optimizations and cleaner technologies need to be expanded.

    - Operational optimizations such as increasing on-dock rail at the ports, reducing the number of empty cargo containers and employing idle reduction while at rail yards;

    - And cleaner technologies, such as Tier 4 engines and other low and no emitting power sources to move container rail through densely populated and poor air quality areas.

- In addition, the I-710 highway goods movement corridor, the primary truck artery for the Ports of LA and Long Beach, has the highest concentration of trucks in the country, with approximately 25,000 trucks per day travelling between the ports and rail yards in the South Coast.

- Approximately 1.6 million residents live along this corridor.
- Port container volume is expected to grow significantly in the coming decades, which will lead to increases in the volume of ships, port trucks, and rail traffic.
- In order to continue to move toward attainment of Federal air quality standards for PM2.5 and Ozone, this increase in volume of goods will require:
    - More intermodal railyard capacity,
    - Additional warehouses and distribution centers,
    - Smarter thinking around how we can move goods in them most efficient way possible, AND
    - Cleaner, near-zero and zero emission goods movement transportation systems.
- Many of the trucks leaving and entering the ports are travelling to and from the San Joaquin Valley, which again has some of the worst air quality in the country.

· Employing the cleanest truck technologies is essential for improving air quality in this region

· Further, places such as the South Coast and Southern San Joaquin Valley will not be able to attain air quality standards without (1) mass deployment of near zero and zero emission technologies, (2) smarter operational practices that result in significant emission reductions including idle reduction, logistics efficiencies, and lower-tech approaches such as packing reductions so that more product can be fit into a smaller area, resulting in reduced emissions, reduced vehicle miles travelled, and fuel cost savings.

· EPA's national ambient air quality standards are based on minimizing health risks. For areas within the United States to meet these standards, federal fuel and new engine emission standards have been developed, and in California, the state's Air Resources Board has developed additional standards for vehicles and engines already in use.

· Coupled with these regulations, strong public-private partnerships such as the West Coast Collaborative have been very important in leading the charge to clean up the medium- and heavy-duty legacy fleets through the advancement and deployment of new engines, vehicles, emission control devices and cleaner fuels.

· Since its inception in 2004, the West Coast Collaborative has been a mover of advanced diesel emission control technologies; funding projects that have successfully demonstrated innovative and advanced emission control technologies, including heavy-duty vehicles, equipment, engines, emission control devices, and advanced fuels.

· As you just heard from Dennis, the WCC has funded over $100 million dollars in diesel emission reduction projects, resulting in thousands of tons of diesel and ghg emission reductions, with over 20,000 engines cleaned up.

· With the passage of the Diesel Emission Reduction Act (DERA) in the Energy Policy Act (EPAct) of 2005 resulting in DERA appropriations staring in 2008, and the reauthorization for another five years of DERA by President Obama in 2011, the WCC has been able to continue funding this important work.

· And with the infusion of over $50M in Recovery Act funding, the West Coast Collaborative was able make significant improvements in diesel and ghg emission reductions along the west coast, resulting in almost 4,000 diesel engines cleaned up.

· The collaborative efforts and funding provided by the West Coast Collaborative and the many important State and local programs have provided resources to help reduce emissions from ports, railyards, trucks, buses and many other sectors.

· However, as you will hear throughout this conference, regular appropriated funds on the Federal level (such as DERA),

and State level (such as Carl Moyer, AB118 and Prop 1B in CA) are declining and their futures are uncertain.

· This reality will require that we work even harder to leverage as many resources as possible to make sure we can continue to reduce diesel and ghg emissions in all of our sectors (Marine Vessels & Ports, Trucking, Locomotive & Rail, Construction and Distributed Generation, Agriculture & Cleaner Fuels, and Public Fleets & School Buses) up and down the west coast.

· I am looking forward to a productive conference, and hope that we can walk away from this year's Partners meeting with a clear path forward for ramping up Collaboration to focus our resources on the areas with the greatest diesel emission reduction opportunities.

· Please enjoy the speakers, presentations, food and networking opportunities that our EPA West Coast Collaborative Team worked so hard to put together.

· And a big THANK YOU to all of the sponsors of our 2012 WCC Partners Meeting.

· Please be sure to visit the many sponsor vendor booths you see throughout the room

· And please be sure to join all the Partners at the networking reception at the end of today from 5:30 – 8:00 pm on the third floor.

· Thank you!

Penny McDaniel
EPA Region 9 Lead
West Coast Collaborative
Office of Clean Energy and Climate Change
75 Hawthorne Street, AIR-9

San Francisco, CA 94105
phone: 415-947-4203
email: mcdaniel.penelope@epa.gov
www.westcoastcollaborative.org
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