JUNE 25, 2015 CARB MEETING COMMENTS

Jointly, CleanFleets.net & the California Compost Coalition (CCC) advise hundreds of heavy duty diesel truck fleet owners in the transportation and processing of organic materials (includes greenwaste, food waste, wood chips and municipal solid waste). Going into the 6/25/2015 CARB meeting, we are disappointed that natural gas vehicles have been excluded from consideration in the AQIP and GGRF clean truck funding plans. We have shared the following concerns with the CARB Board and staff since December 2014 and ask that financial incentives:

1. The recently released Short-Lived Climate Pollutant Reduction Strategy (SLCP) Concept Paper contains multiple references to enhanced organics management and natural gas transportation as key strategies of interest to ARB. CleanFleets and CCC share this interest toward 100 new or enhanced facilities (pp. 13, 20)
2. As recognized by the SLCP and Fuels and Sustainable Freight Strategy/Technology Assessment process , there are significant environmental benefits associated with the short-term widespread adoption of natural gas trucks (especially those operated on biogas (aka “renewable natural gas”, or RNG) produced from organic waste
3. RNG fuel is the only fuel currently that can support “Carbon Negative” fleet operations
4. SB1204 (Lara) provides guidance that GGRF funds should be directed to existing techonologies, for heavy duty trucks, that can positively impact environmental justice communities. RNG is the only fuel type that can do that in the near term.
5. The 2015-2016 Budget provides $200 million for low carbon transportation. The Governor’s Budget May Revision includes an additional $150 million for low carbon transportation and this new opportunity for funding influences our larger coalition of Biogas/Calif NGV Coalition/Clean Energy to request additional discussion.
6. Our coalition convened a call on May 1, 2015 with MSCD Chief Erik White, ARB grants staff and the Calif Energy Commission (CEC) staff relating to RNG vehicle incentives from the GGRF. We were informed that battery electric and fuel cells are the priority
7. While we appreciate that CEC has a program, it does not stimulate the widespread near-term heavy duty RNG truck goals that our user group has. That’s why GGRF funds are needed from CARB.