South Coast Air Quality Management District Projects
Funded by the Department of Energy (DOE) Clean Cities Program

UPS Ontario-Las Vegas LNG Corridor Extension-Bridging the Gap
AQMD is partnering with UPS to deploy approximately 48 LNG trucks in UPS’s Ontario and Las Vegas operations and construct a publicly accessible LNG station in Las Vegas. The project will deploy approximately 16 trucks in Ontario and 32 trucks in Las Vegas; it will support LNG fueling for 150 planned UPS LNG vehicles between the California, Nevada, and Utah UPS operations; and it will link heavy-duty LNG fuel networks in California with similar networks in Utah, creating a multi-state link in the nation’s first economically sustainable, heavy-duty natural gas fueling corridor. The Las Vegas station shall serve as a bridge station to planned LNG stations in Utah. This project will also promote UPS’s publicly accessible Las Vegas LNG station to help support LNG-powered interstate goods movement operations from the Ports of Los Angeles and Long Beach to Salt Lake City. This effort is being conducted in partnership with the SCAG and Eastern Sierra Regional Clean Cities Coalitions.

Heavy-Duty Natural Gas Drayage Truck Replacement
This project involves the replacement of old, heavy-duty diesel drayage trucks with new trucks powered by ultra-clean natural gas engines, with the deployment of approximately 180 natural gas trucks. The project will have an education, outreach and training program to promote the use of alternative fuel vehicles and provide information and hands-on experience to truck operators and technicians that are involved in maintaining natural gas trucks. Participating drayage truck fleets will interact directly with participating dealerships. This effort is being conducted in partnership with the five local Clean Cities Coalitions (Coachella Valley, City of Long Beach, City of Los Angeles, SCAG, and Western Riverside).
This document was prepared as a result of work sponsored by the California Energy Commission. It does not necessarily represent the views of the Energy Commission, its employees, or the State of California. The Commission, the State of California, its employees, contractors, and subcontractors make no warranty express or implied, and assume no legal liability for the information in this document; nor does any part represent that the use of this information will not infringe upon privately owned rights.

This material is based upon work supported by the Department of Energy under Award Number(s) DE-EE0002173. This report was prepared as an account of work sponsored by an agency of the United States Government. Neither the United States Government nor any agency thereof, nor any of their employees, makes any warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise does not necessarily constitute or imply its endorsement, recommendation, or favoring by the United States Government or agency thereof. The views and opinions of authors expressed herein do not necessarily state or reflect those of the United States Government or any agency thereof.
SANBAG/Ryder Natural Gas Truck Project
Funded by the Department of Energy (DOE) Clean Cities and California Energy Commission (CEC)

SANBAG is partnering with Ryder System, Inc. to implement the nation’s most groundbreaking and innovative heavy-duty natural gas project to date. Ryder will purchase and deploy approximately 202 heavy-duty natural gas powered trucks. It will also construct two public access LNG/LCNG refueling stations, upgrade three maintenance shops for NGV repair, and train personnel & customers. The ultra low-emission trucks will be deployed into Ryder’s Southern California operations network of 1,200 customers representing over 6,000 commercial trucks, where Ryder’s commercial customers will access them through short term rentals, long term leases or through Ryder’s dedicated logistics services. This effort is being conducted in partnership with the SCAG Clean Cities Coalition.

Project Components

1. Development of two NG fueling stations, upgrades to two other facility maintenance locations and the deployment of 202 NG powered trucks.

<table>
<thead>
<tr>
<th>Location</th>
<th>Natural Gas Trucks</th>
<th>Facility Modifications</th>
<th>Refueling Infrastructure</th>
</tr>
</thead>
<tbody>
<tr>
<td>9608 Santa Anita Avenue, Rancho Cucamonga</td>
<td>67</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>1980 East University Drive, Rancho Dominguez</td>
<td>68</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>1440 North Main Street, Orange</td>
<td>67</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

2. Training to Ryder mechanics, drivers, supervisors, but also customer employed drivers on the safe fueling and operations of a NG vehicle.

3. Outreach to a broad customer base that may not otherwise have the opportunity to integrate NG into its fleet.

4. The entire project will cost $36.3 million. Funding for the project is being approved from federal and state sources: $9.95 million from the US Department of Energy’s and $9.3 through the California Energy Commission. Ryder will also provide $17 million of its own capital.
This document was prepared as a result of work sponsored by the California Energy Commission. It does not necessarily represent the views of the Energy Commission, its employees, or the State of California. The Commission, the State of California, its employees, contractors, and subcontractors make no warranty express or implied, and assume no legal liability for the information in this document; nor does any part represent that the use of this information will not infringe upon privately owned rights.

This material is based upon work supported by the Department of Energy under Award Number(s) DE-EE0002173. This report was prepared as an account of work sponsored by an agency of the United States Government. Neither the United States Government nor any agency thereof, nor any of their employees, makes any warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise does not necessarily constitute or imply its endorsement, recommendation, or favoring by the United States Government or agency thereof. The views and opinions of authors expressed herein do not necessarily state or reflect those of the United States Government or any agency thereof.