



Colorado-Wyoming Petroleum Marketers Association  
Convenience Store Association



COLORADO MOTOR CARRIERS ASSOCIATION

## SB 280 – A Three Prong Strategy for Cleaner Trucks

SB 280 incorporates a three-prong approach toward removing some of oldest and highest emitting vehicles from our highway and replacing them with newer, cleaner trucks. These strategies are mutually supportive in achieving a substantial emission reduction with the added benefit of enhancing highway safety.

### 1) Assess a Fee on High Emitting Older Medium and Heavy-Duty Trucks with Revenues Going toward a Grant Program for Their Replacement

Realizing that older diesel vehicles emit substantially more than newer diesel trucks and impact our state’s air quality to a greater extent, the measure assesses a fee on those units relative to their emission levels.

As noted, the fee is based upon the emission level for different engines which ties back to key emission reduction dates for diesel engines. Key dates related to EPA Heavy Duty Diesel Standards are 2010, 2014, and 2017. These dates correspond to tighter emission standards for NOx, PM 2.5, and/or greenhouse gases.

Model Year	High Emitter Fee
Pre-2010	\$50
2010 – 2013	\$30
2014 and Newer	\$0

The monies from this fee would create the funds for a grant program for the replacement of older diesels (see below). Thus, many of the small companies paying the fee may be the same ones who receive a grant to replace their older diesel in the future. Overall, we anticipate that the revenue from the fee may generate an estimated \$3.5 million to \$5 million annually.

### 2) Develop and Implement a Grant Program for Scrappage/Replacement of Older High Emitting Trucks

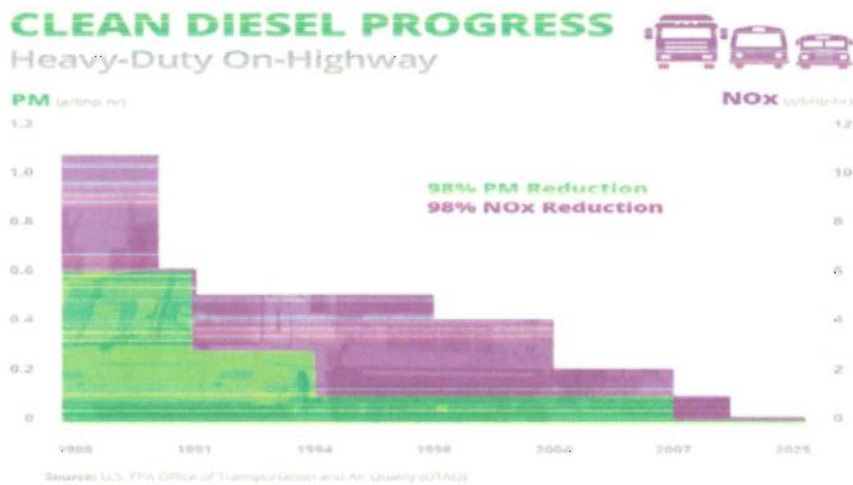
Emission levels for trucks have been dropping dramatically since 1990. Removing one pre-2007 truck from our highways is the equivalent of 10 to 60 post-2017 trucks based on the improved emission and fuel technologies. The emission contributions from trucks that are 2014 and older are greatly disproportionate to the number of these vehicles on the road.

SB 280 would create a grant program whereby companies or businesses with a pre-2010 medium or heavy-duty, truck which is 16,001 pounds or greater could turn that vehicle into the State for scrappage and receive a grant to obtain a 2017 or newer cleaner diesel or alternative fuel/powered vehicle. California instituted a program of this nature in 1998. That program has been very successful and has led to the scrappage and replacement of 68,696 vehicles as of 2020, resulting in an overall reduction of 198,417 tons of NOx and 7,343 tons of PM.

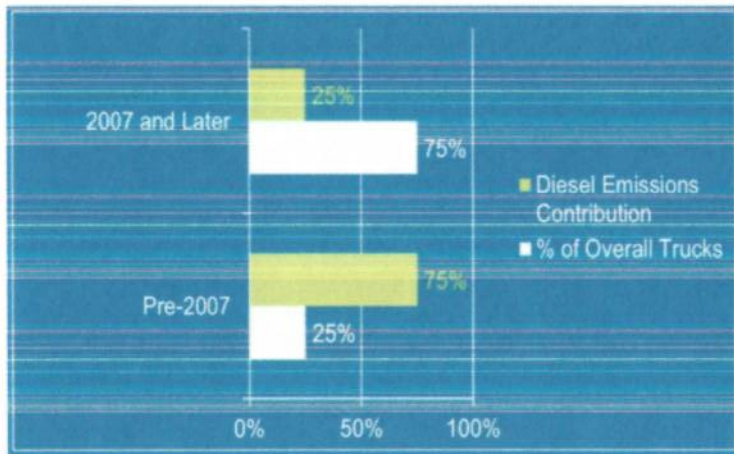
Based on the revenue from the fees on older, higher emitting diesels, we anticipate that this would allow for the scrappage/replacement of upward of 100 trucks/year, depending upon the sizes and classes of trucks with grants

# The Value of Removing/Replacement of Older High Emitting Diesel Trucks

Diesel engine technology has improved greatly in regard to lowering emissions. Heavy-duty diesel vehicles manufactured beginning in 2010 must meet strict clean diesel emissions standards that reduce particulate matter to near-zero and NOx emissions even closer to zero, thanks to further refinements to engine and emission control technologies and the nationwide availability of ultra-low sulfur diesel fuel. The chart below reflects that particulate matter and nitric oxide have dropped by 98% since 1990.



Diesel trucks are very durable and the vehicle life for a heavy-duty truck may be more than 30 years. In fact the average age of a diesel truck in the state is 13 years. Realizing that older diesels emit anywhere from 5 to 60 times that of a 2017 or newer diesel truck, the emissions contribution from these older diesels is greatly disproportionate to their numbers. While pre-2007 trucks represent only 25% of all the heavier diesel vehicles in Colorado, they emit an estimated 75% of on-highway emissions.



Realizing the long life of diesel engines, without a program to scrap and replace these older trucks with a newer, cleaner vehicle that meets their needs, these older vehicles will continue to travel on our highways emitting significant levels of emissions for many years to come. Further, recognizing that many of our oldest, highest emitting trucks are based and operated from or near economically-disadvantaged areas, the scrappage and replacement of these older trucks represents one of the greatest and quickest methods to achieve significant emission reductions in those areas.