**Motion by Director Richard Katz**

MTA Board Meeting

December 9, 2010

**"Clean/Green Construction Policy"**
**(Reduced Emission Construction Equipment)**

Reducing harmful emissions and particulates from diesel engines is one of the most important air quality challenges facing this country.

According to the U.S. Environmental Protection Agency (EPA), "Non-road diesel engines can contribute significantly to the levels of particulate matter (PM) and nitrogen oxides ($NO_x$) in the air."

Nationwide diesel emissions from mobile sources alone accounted for approximately 300,000 tons of directly emitted fine particulate matter (PM 2.5) and 6.4 million tons of nitrous oxides ($NO_x$) in 2009.

Even with more stringent heavy-duty highway and non-road engine standards taking effect over the next decade, millions of diesel engines are already in use and will continue to emit large amounts of particulate matter and air toxics.

These contribute to serious public health problems, including asthma, lung cancer and various other cardiac and respiratory diseases.

Furthermore, these problems result in premature deaths, millions of lost work hours, missed school days and unavoidable health care costs.

At the same time, climate change affects air quality, weather patterns, sea level rise, ecosystems, and agriculture.

Reducing greenhouse gas (GHG) emissions from diesel engines through improved fuel economy or idle reduction strategies can help address climate change, improve our nation's energy security, and strengthen our economy.

Locally, public agencies like Los Angeles World Airports have included requirements to use less polluting low sulfur fuel in its construction contracts.

Other strategies include the use of particulate traps and filters, retrofitting equipment and using alternative fuel.

Given Los Angeles' undesirable leader as one of the most polluted air basins in the U.S., we should take proactive measures now to reduce diesel emissions related to MTA activities.

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The U.S. Environmental Protection Agency estimates that every $1 spent on clean diesel projects produces up to $13 of public health benefits.

I MOVE that the MTA Board direct the CEO to develop a draft "Clean/Green Construction Policy" for MTA-funded construction projects and report back during the March 2011 Board cycle on the following:

1.  Identify what types of owned, leased, and contracted (including construction contracts) diesel equipment MTA currently uses or is likely to use in the future. MTA staff also shall:

    A.  Research the availability of such equipment to contractors and the construction industry

    B.  Provide cost comparison for green or alternative fueled vehicles (this would compare the cost of new construction equipment that meets 2010 US EPA PM2.5 emission standards to the cost of retrofitting, re-powering, or buying alternatively fueled construction equipment)

2.  Evaluate adopted clean/green construction equipment policies in other U.S. cities and public agencies, including but not limited to: the City of San Francisco, City of Pittsburg (PA), and Los Angeles World Airports (LAWA)

    A.  Convene a peer group of major, mid-size and small contractors and subcontractors to elicit recommendations on how best to structure and implement a "Clean/Green Construction Policy" at MTA

    B.  Seek additional input from other stakeholder groups regarding how best to structure and implement a "Clean/Green Construction Policy" at MTA

3.  Identify potential sources of funds to pay for a green construction equipment policy, including the South Coast Air Quality Management District, the California Air Resources Board, U.S. DOT and U.S. EPA.

4.  Based on the above, recommend practical and cost-effective emission reduction actions to be included in upcoming construction equipment purchases, procurements (including but not limited to upcoming Measure R transit and highway construction contracts), and other construction contracts funded entirely or in part by MTA

I FURTHER MOVE that a final "Clean/Green Construction Policy" shall be subject to future Board approval.

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