

Neighborhood Truck Traffic

Background

The community of Wilmington, Carson, West Long Beach is home to the Port of Long Beach and Port of Los Angeles (Ports). The Ports serve as a gateway for the world's markets through the movement of goods. These goods are transported to and from the Ports by ships, trains, and heavy-duty trucks. Trucks are not only used to deliver goods directly to and from the Ports, but also to railyards, warehouses, and retail stores. Trucks often travel near and through local neighborhoods to reach their destinations thus exposing residents to harmful air pollutants.

Community Air Quality Priorities – Idling Trucks, Enhanced Enforcement of Existing Regulations, Air Pollution from High Volume of Trucks and Cleaner Technology Options

Air pollution from trucks is an air quality priority for the Wilmington, Carson, West Long Beach community. To address this source, the CSC identified ways to reduce emissions from trucks, such as:

- Increased enforcement (including during off-hours),
- Accountability for truck owners and truck drivers, when trucks violate CARB idling regulations,
- Additional incentives for truck retrofits or truck replacements with zero-emission technologies once they become feasible, and near-zero technologies until that time, and
- Regulations that require zero-emission trucks as soon as possible

Ongoing Efforts

CARB's Airborne Toxic Control Measure (ATCM) places limits on the amount of idling of diesel-fueled trucks.¹ This regulation is enforced by CARB and South Coast AQMD, and will be a focal point of the enforcement activities that are part of the AB 617 communities.

Several requirements from the Ports and from CARB have modernized the port trucking industry and reduced truck-related air pollution by phasing out the oldest, dirtiest trucks. The three main requirements include: 1) no truck can enter the ports with an engine older than 2007², 2) nearly all trucks in California must be no older than 2010 by 2023³, 3) new trucks entering the ports' Drayage Truck Registry must be 2014 or younger⁴.

¹ California Air Resources Board, "CARB Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling", January 2005, <https://www.arb.ca.gov/msprog/truck-idling/truck-idling.htm>, Accessed April 10, 2019.

² California Air Resources Board, Drayage Truck Rule: <https://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>, Accessed April 9, 2019.

³ California Air Resources Board, Truck and Bus Rule: <https://arb.ca.gov/msprog/onrdiesel/onrdiesel.htm>, Accessed June 7, 2019

⁴ Ports Clean Air Action Plan, Clean Trucks Program: <http://www.cleanairactionplan.org/documents/clean-trucks-program-tariff-change-fact-sheet-2018.pdf/>, Accessed June 7, 2019.

Many new requirements are also being considered that would further reduce emissions from trucks. The table below illustrates the key upcoming activities from EPA, CARB, and the Ports.

Agency	Upcoming Action	Expected Decision	Expected Phase-in Period
EPA	<u>Cleaner Truck Initiative</u> ⁵ – In response to a petition from South Coast AQMD, EPA has committed to updating its truck engine standard to reduce NOx emissions.	2020-2021	2024-?
CARB	<u>Drayage Truck Rule</u> ⁶ – Updated regulation to transition to zero emission trucks.	2022	2026-?
CARB	<u>Advanced Clean Truck Rule</u> ⁷ – Mandate for truck manufacturers to sell zero emission trucks. By 2030, zero-emission truck/chassis sales would need to be 50% of class 4 – 8 ‘straight’ trucks sales and 15% of all other truck sales. Also, would require fleet reporting.	2019	2024-2030
CARB	<u>Zero Emission Fleet Rule</u> ⁸ – Would require fleets to transition to zero emissions.	2022	2024-?
CARB	<u>Heavy Duty Low NOx Rule</u> ⁹ – Would set new statewide engine standards for trucks. 60-75% NOx reduction between 2024-2026. Additional reductions in 2027 and beyond.	2020	2024-?
Ports	<u>Clean Truck Program</u> ¹⁰ – Will establish a rate that trucks need to pay to enter the Ports beginning in 2020 if they are not near-zero emissions. Only zero emission trucks will be exempt from rate by 2035.	2019	2020-2035

The South Coast AQMD also funds projects to help develop zero-emission technologies for heavy-duty Class 7-8 trucks (e.g. battery electric, fuel cell). These projects are in the design and demonstration phase and the technologies are not yet commercially available. Additionally, the South Coast AQMD administers incentive programs for truck owners and operators to replace older polluting trucks with ones that are cleaner than required.¹¹

Identifying Opportunities for Action

The CSC’s strategy to reduce the community’s exposure to air pollution from trucks is described in the actions below.

⁵ EPA Cleaner Truck Initiative: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/cleaner-trucks-initiative>

⁶ CARB Actions to Minimize Freight Impacts: https://www.arb.ca.gov/board/books/2019/032119/19-3-2pres.pdf?_ga=2.79278740.1419761847.1559951314-1545453421.1552083450

⁷ CARB Advanced Clean Trucks: <https://ww2.arb.ca.gov/our-work/programs/advanced-clean-trucks/resources>

⁸ Ibid

⁹ CARB HD Low NOx Rule: <https://www.arb.ca.gov/msprog/hdlownox/hdlownox.htm>

¹⁰ Ports Clean Air Action Plan: <http://www.cleanairactionplan.org/about-the-plan/>

¹¹ South Coast AQMD, On-Road Vehicles, [http://www.aqmd.gov/home/programs/business/carl-moyer-memorial-air-quality-standards-attainment-\(carl-moyer\)-program/on-road-vehicles](http://www.aqmd.gov/home/programs/business/carl-moyer-memorial-air-quality-standards-attainment-(carl-moyer)-program/on-road-vehicles), Accessed June 3, 2019.

Action 1: Reduce Truck Idling

Course of Action:

- Conduct focused enforcement for idling trucks in high traffic areas with the highest priority for areas near schools and residential areas
 - Other areas prioritized by the CSC include areas near distribution centers, high traffic corridors on Santa Fe Avenue, Figueroa Street, Pacific Coast Highway, Anaheim Street, the Alameda corridor, and Lakme Avenue

Strategies:

- Enforcement
- Collaboration

Goals:

Conduct [*X amount of*] focused inspections and targeted sweeps within a [*insert proposed timeframe*]

Estimated Timeline:

- Beginning fall of 2019, with quarterly updates to the CSC

Implementing Agency, Organization, Business or Other Entity:

Name:

South Coast AQMD

Responsibilities:

Conduct idling sweeps. May require coordination with local law enforcement

California Air Resources Board (CARB)

Coordinate idling truck inspections with the California Highway Patrol

References:

For more information regarding requirements for idling trucks: 13 CCR § 2485; <https://www.arb.ca.gov/enf/diesel.htm>

Action 2: Reduce Emissions from Heavy-Duty Trucks

Course of Action:

- Conduct outreach to truck owners and operators in this community to provide information about available incentive programs
- Identify South Coast AQMD and other additional incentive funding opportunities to accelerate adoption of cleaner port equipment and drayage trucks
- Support CARB's rule development for future amendments to their truck regulations
- Continue to develop Facility Based Mobile Source Measures (see Ports)

Strategies:

- Incentives
- Public Information and Outreach
- Collaboration

<ul style="list-style-type: none"> • Regulation • Enforcement 	
Goals:	
<ul style="list-style-type: none"> • Organize <i>[insert number]</i> of incentive outreach events per year and provide biannual updates to the CSC • Provide biannual updates on CARB’s rule development for drayage trucks, and seek community input on progress • <i>[CARB – CSC, please provide input to CARB regarding where enhanced enforcement should occur]</i> 	
Estimated Timeline:	
<ul style="list-style-type: none"> • 2020, when incentive programs are available, begin conducting incentive outreach events and provide quarterly or biannual updates to the CSC • CARB’s New Regulations phase in: 2024-2030 • <i>[CARB Enforcement timeline]</i> 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	Provide incentives and targeted outreach for truck incentive programs in this community. Provide updates to CSC. Present truck incentive projects that have been submitted and are being considered for Community Air Protection incentive funding.
CARB	Continue rule development for amendments to the Drayage Truck Regulation.
References:	
For more information regarding the CARB Drayage Truck Regulation: www.arb.ca.gov/drayagetruck	