

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 travel along freeways (e.g., I-710, I-110, I-405, and I-91) that pass through the Wilmington, Carson and West Long Beach community. Also, trucks often travel near and through local neighborhoods to reach their destinations thus exposing residents to harmful air pollutants.

The amount of freeway and neighborhood truck traffic in the Wilmington, Carson, West Long Beach community is likely to increase as a result of the expected increase in goods movement activities in Southern California. These activities are largely driven by the anticipated growth in the volume of goods that are imported and exported through the Ports.¹ This growth may lead to additional community air quality impacts resulting from increases in traffic volumes through local neighborhoods and freeway corridors.

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

The Wilmington, Carson, West Long Beach CSC identified air pollution from heavy-duty diesel trucks and passenger cars traveling on local neighborhood streets and freeways as an air quality priority. To address these air quality impacts, the CSC prioritized the following:

- Increased enforcement of CARB's Truck and Bus² and Idling³ Rules to reduce diesel emissions (including during non-business hours),
- Accountability for truck owners and truck drivers, when trucks violate CARB idling regulations,
- Additional outreach to commercial fleets, warehouses, and other facilities that operate heavy-duty diesel trucks and additional incentives for truck retrofits or truck replacements with zero-emission technologies once they become feasible, and near-zero technologies until that time,
- Evaluate designated truck routes,
- Improving the complaint systems designed to report illegal truck idling or truck travel on local roadways,
- New regulations that require the use of zero-emission trucks as soon as they become available.

Ongoing Efforts

Statewide Efforts

CARB's Airborne Toxic Control Measure (ATCM) places limits on idling of diesel-fueled trucks.³ This regulation is enforced by CARB and South Coast AQMD, and will be a focal point of the enforcement activities in AB 617 communities. CARB continues to address truck diesel emission reductions through existing and upcoming regulations, such as the Drayage Truck Regulation⁴ and the Truck and Bus Regulation,^{5,2} which include emission standard requirements. CARB is also responsible for enforcing the Commercial Vehicle Idling Regulation, where commercial vehicles (gross vehicle weight rating greater than 10,000 pounds) are prohibited from idling for more than five minutes.⁶ In addition, to help cities address idling, CARB has developed an "Options for Cities to Mitigate Heavy-Duty Vehicle Idling" guidance document which includes options for cities to address heavy-duty vehicle idling emissions in their communities.⁷

CARB continues to work towards reducing residual public health risk from Transport Refrigeration Units (TRU)^{8,9} near distribution centers and other facilities where TRU activity is focused, and achieve emission reductions while in transit, especially near the most impacted communities. Improving freight efficiency and transitioning to zero-emission technologies will help reduce toxic air contaminant emissions, criteria pollutant emissions, and greenhouse gas emissions. CARB has created advisories¹⁰ and forms¹¹ to assist TRU owners in understanding compliance requirements and to ensure that all regulated entities (e.g., TRU owners, TRU operators, facilities that support TRU use) are aware of their responsibilities under this regulation.

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 requirementsⁱ include: 1) no truck can enter the ports with an engine older than 2007,⁴ 2) nearly all trucks in California must be no older than 2010 by 2023,⁵ 3) new trucks entering the Ports' Drayage Truck Registry must have a 2014 engine model year or newer.¹²

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

ⁱ The vehicle's drive engine must be certified to a particular emission standard that is noted by the engine's model year.

Table 5d-1: Upcoming Rule Development/Activities from U.S. EPA, CARB, and the Ports

Agency	Upcoming Action	Expected Decision	Expected Phase-in Period
U.S. EPA	Cleaner Truck Initiative ¹³ – 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	Transport Refrigeration Unit Regulation ⁸ <small>Error! Bookmark not defined.</small> Measure to reduce residual risk from TRUs by transitioning to zero-emission technologies.	2019	2025-2030
CARB	Drayage Truck Rule ⁴ – Updated regulation to transition to zero-emission trucks.	2022	2026
CARB	Advanced Clean Truck Rule ¹⁴ - Requires truck manufacturers to sell an increasing percentage of zero-emission trucks by 2030 (up to 15% or 50%, depending on truck type). Also will require one-time fleet reporting for large businesses.	2019	2024-2030
CARB	Zero-Emission Fleet Rule ¹⁵ – Would require fleets to transition to zero-emissions.	2022	2024
CARB	Heavy-Duty Low NOx Rule ¹⁶ – Would set new statewide engine standards for NOx reduction from trucks by 2026, and additional reductions including and after 2027.	2020	2024
Ports	Clean Truck Program ¹² – 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 payment of the rate by 2035.	2019	2020-2035

South Coast AQMD Efforts

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.¹⁷ For example, South Coast AQMD's Voucher Incentive Program (VIP) is designed for smaller businesses with fleets of 10 or fewer vehicles that primarily operate within California.¹⁸ VIP helps truck owners with older trucks to purchase newer trucks meeting the current emissions standards. The Carl Moyer Program¹⁹ is another resource for truck owners to obtain cleaner trucks that would achieve emission reductions that are above and beyond the regulations.

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.

Action 1: Reduce Truck Idling	
Course of Action:	
<ul style="list-style-type: none"> • Conduct focused enforcement for idling trucks in high traffic areas with the highest priority for areas near schools and residential areas <ul style="list-style-type: none"> – Other areas prioritized by the CSC include areas near distribution centers, high traffic corridors on Wilmington Avenue, Lomita Boulevard, Santa Fe Avenue, Figueroa Street, Pacific Coast Highway, Anaheim Street, Harry Bridges Boulevard, the Alameda corridor, and Lakme Avenue • Collaborate with the CSC to inform community members how to report idling trucks • Provide community outreach on existing city, CARB, and South Coast AQMD complaint systems on reporting idling trucks <ul style="list-style-type: none"> – If existing complaint/response system is determined to be ineffective, assess where improvements are feasible 	
Strategies:	
<ul style="list-style-type: none"> • Enforcement • Collaboration • Public Information and Outreach 	
Goals:	
<ul style="list-style-type: none"> • Conduct, at minimum, quarterly idling sweeps and focused inspections for one calendar year, to be evaluated thereafter with community input • Organize two outreach events within the span of implementation of this plan to inform community members how to report idling trucks 	
Estimated Timeline:	
<ul style="list-style-type: none"> • Beginning Fall of 2019, provide quarterly updates to the CSC • Beginning Fall of 2019, work with CARB's enforcement team (and CHP) to coordinate, at a minimum, quarterly idling sweeps and focused inspections for a period of one year <ul style="list-style-type: none"> – Based on results of the sweeps, and continued input from CSC members, adjust idling inspections accordingly 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	Conduct idling sweeps (which may require coordination with local law enforcement)
California Air Resources Board (CARB)	Coordinate idling truck inspections with the California Highway Patrol
CSC	Work with South Coast AQMD and other local entities to disseminate information on how to report idling trucks in the community (e.g., outreach events and flyers)

Additional Information:

- CARB requirements for idling trucks: <https://www.arb.ca.gov/enf/diesel.htm>
- City of Los Angeles - Trucks on Residential Streets:
<https://ladot.lacity.org/what-we-do/operations/neighborhood-services/trucks-residential-streets>
- City of Carson - Truck Routes and Truck Parking Areas:
<http://ci.carson.ca.us/publicworks/truckroutes.aspx>
- City of Long Beach - Oversized Vehicle Restrictions:
<http://longbeach.gov/press-releases/public-notice-oversized-vehicle-restrictions/>

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, prioritizing zero-emission technologies when technologically feasible and commercially available
- Participate in CARB’s rule development for future amendments to their truck regulations
- Continue to develop Facility Based Mobile Source Measures (see Ports)
- Work with the city or the county to evaluate potential designated truck routes and identify resources to enforce these routes
- Collaborate with local businesses, agencies, and organizations to conduct outreach to truck owners and operators in this community to provide information about community ordinances, restricted truck routes, trucking regulations, and available incentive programs
- Additional and new incentive funding opportunities to replace heavy-duty diesel trucks with zero-emission technologies once they become available, and near-zero emission technologies until that time
- Target incentive funds for local small businesses and independent owner/operator (e.g., Voucher Incentive Program)
- Conduct focused enforcement of CARB’s TRU Regulation, Drayage Truck Regulation, and Truck and Bus Regulation

Strategies:

- Incentives
- Public Information and Outreach
- Collaboration
- Rules and Regulations

<ul style="list-style-type: none"> Enforcement 	
Goals:	
<ul style="list-style-type: none"> Organize two incentive outreach events and provide biannual updates to the CSC Provide biannual updates on CARB’s rule development for truck regulations, and seek community input on progress Coordinate with CARB staff on using community priorities to focus future enforcement efforts Emissions Reduction Target: emissions reduced from this action contribute to the mobile source incentives target 	
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 Beginning January 2020, based on findings from idling sweeps, the CSC identified Community Priorities List, and additional community observations/input from CSC meetings, CARB will adjust enforcement in the community to address the identified concerns and report back to the CSC bi-annually for future adjustments CARB’s New Regulations phase-in: 2024-2030 	
Implementing Agency, Organization, Business or Other Entity:	
Name:	Responsibilities:
South Coast AQMD	<ul style="list-style-type: none"> 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 Grants incentive funding Provide training to community leaders or organizations that provide application assistance for incentive programs
CARB	<ul style="list-style-type: none"> Continue rule development for amendments to the Drayage Truck Regulation Conduct enhanced roadside enforcement of existing Drayage Truck and Truck and Bus regulations
Cities of Los Angeles, Long Beach, and Carson	TBD
CSC members (including businesses, community organizations, and agencies)	<ul style="list-style-type: none"> Work with South Coast AQMD to conduct outreach to truck owners and operators Provide application assistance to potential applicants for incentive programs

	<ul style="list-style-type: none"> - Seek funding support to provide this service, e.g., through CARB Community Air Grants
Additional Information:	
<ul style="list-style-type: none"> • CARB Drayage Truck Regulation: https://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm • CARB Truck and Bus Regulation: https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation • CARB Community Air Grants: https://ww2.arb.ca.gov/our-work/programs/community-air-protection-program/community-air-grants • City general plans: <ul style="list-style-type: none"> - City of Los Angeles (Wilmington) <ul style="list-style-type: none"> ▪ General Plan: http://planning.lacity.org/GP_elements.html ▪ Wilmington-Harbor City Community Plans Update: http://www.harborlaplans.org/wilmington-harbor-city1.html ▪ Transportation Element: https://planning.lacity.org/cwd/gnlpln/transelt/TE/T1Intro.htm - City of Carson General Plan: http://ci.carson.ca.us/communitydevelopment/generalplan.aspx - City of Long Beach <ul style="list-style-type: none"> ▪ General Plan Update: http://www.longbeach.gov/pages/city-news/long-beach-general-plan-update-is-here/ ▪ Mobility Plan: http://www.lbds.info/civica/filebank/blobload.asp?BlobID=4112 	

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