

CARB Freight Day June 10, 2021

Meeting Notes

Warehouses

- Increased movement of TEUs at the ports this year ultimately leads to higher diesel emissions in EJ communities. These emissions need to be addressed.
- SCAQMD Warehouse ISR—is CARB engaging to elevate this rule?
- Increased warehousing in Manteca, Lathrop, and Stockton. There are not any mitigation strategies on the destruction of roads from trucks. There are no reinvestments from warehouses into the community. Community benefit agreements are going to be the standard in the future.
- Inland Empire heavily impacted. Decision makers, at all levels, are not listening.
- CARB should proportionally increase HDVIP. Success in Vernon & Boyle Heights area. An increase of 100% of the HDVIP is needed.
- How is ACF going to address emissions from last mile deliveries? How will ACF provide a pathway to ZE?
- What is CARB's role in the unfair citing of warehousing/land use decisions? Community members should not have to be tolerant of pollution. Full EVs are needed but are not enough. Traffic is a major issue. Can the scoping plan help to address this topic?
- Enforcement of existing rules will give communities immediate relief. CARB should also continue to establish new rules and fill in any loopholes currently being exploited.
- Warehousing practices is an environmental justice issue. How is CARB working with planning agencies to have a sustainable goods movement? Where can CARB push more? Opposed to the natural gas trucks that were included in the SCAQMD Warehouse ISR. How will ACF minimize the usage of natural gas trucks?
- It's important for ACF to turn over as many trucks as possible and to stop the purchase of dirty trucks.
- Most trucks use public fueling stations. What are the unintended consequences of infrastructure lagging behind ACF?
- Electric trucks are needed.
- Does CARB have plans to finalize and promote the freight concept paper? Are there plans to collaborate with the AG's warehouse guidance document?

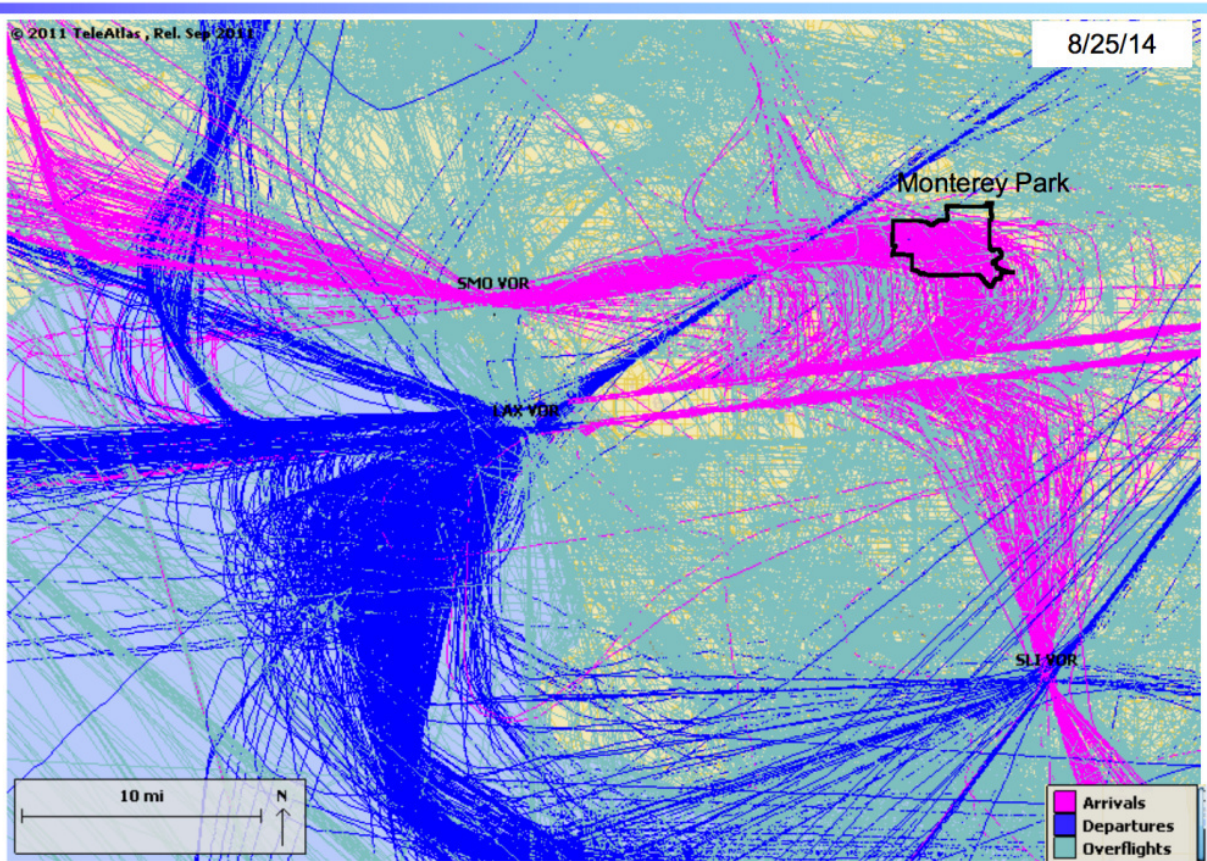
- What are CARB's plans to collaborate with the AG's Good Neighbor Guidelines?
- CARB should address major warehouse developments, via permanent monitoring equipment. Data can monitor the effectiveness of Warehouse ISR, and emissions hotspots. Data is evidence and can serve as a tool.
 - Identify the major ingress and egress points at the freeways of major warehouses and distribution centers.
 - Equipment can be operated and maintained by local air districts.
 - This information can help the community to understand the level of pollutants in their neighborhoods.
 - Funding for the monitoring can come from fees associated with ISRs.
 - The data should be made publicly available via a website or App.
- CARB should consider developing a ZE strategy for warehouses/distribution centers. Consider a CMS for last mile deliveries. Carriers need direction from the state.
- Are near term requirements being considered or is CARB only focused on the long term ZE end goal?

Airports

- EJ Community concern is for airport traffic overhead for the planes on approach. Since FAA switched over from VLF to Satellite for approach patterns, there has been a concentration of emissions over EJ Communities.
- What are ways CARB and FAA are able to work on phasing zero emissions for air cargo. airport equipment and electric options to plug in equipment or planes?
 - CARB working with stakeholders to develop electric aircraft and electric aviation. Not available currently for long haul market but might be feasible sooner for short haul. Potential to reduce emissions.
- What is CARB's view of the use of renewable diesel for federal sources?
 - CARB staff response: In response to Kevin Maggay's question on technologies considered for regulations, and Eddie Philips' question on CARB's viewpoint on the usage of renewable diesel: CARB's suite of freight measures are focused on transitioning the freight sector to zero emission everywhere feasible and near-zero emission powered by clean, low-carbon renewable fuels everywhere else. For each of our regulations we look at many available cleaner technologies. The specific requirements of each regulation are determined through the regulatory process. If anyone has additional questions on how this is applied to each regulation, please contact us at freight@arb.ca.gov and we provide you with more detailed info.

- Is hydrogen fuel being considered for air traffic?
- Flight paths big concern. School had to be relocated and houses had to be bought out. Small airports might be affected because with such bad traffic, freight might be considered instead. Very important to monitor these changes. Area used to be ex-airport and now UPS, Fedex and Amazon have moved in. We don't know impacts from air traffic/flight paths and truck traffic. We need information and tools to understand and mitigate the effects. Another city decided to set up a curfew to mitigate the impacts.
- <https://www.sciencedirect.com/science/article/pii/S2590252021000118>
 - A systematic review of the impact of commercial aircraft activity on air quality near airports
- CARB-posed question: What should CARB pursue with the FAA?
 - Conducting accurate EA's
- More partnerships with freight movement and airports should be looked at. Not just San Bernardino but Ontario airport as well.

One Day, 24-Hour Period – All Operations



- The image shows flight paths coming into LAX.

- This is from an Article KPCC back from 2016 when the FAA changed the flight paths. Found here: <https://www.scpr.org/news/2016/10/06/65394/cities-brace-for-more-jet-noise/>

CARB Freight Regulation Projects and Process

- To the extent possible oversight in jurisdictions where communities are especially vulnerable and engagement in those processes. For instance, CARBs involvement by submitting letters in certain CEQA processes have been instrumental to support and elevate community concerns that are often ignored by staff and elected officials.
- AG office “good planning” document did CARB coordinate in the development of this document? (CARB response: Good suggestion, CARB looking into doing more collaborating with AG)
- What is CARB doing to assure vehicle grid integration is robust enough to support Mid to HD EV vehicles?
- Smog checks for truck program, require CARB to retire the oldest trucks on the road. (CARB will follow up with HD I&M program contact & provide information to join the mailing list for that effort.)
- Interest in CARB’s support of CEQA and support towards stopping new warehouse projects
- How will utilities handle increased electricity demand from ACF?
- State agency coordination to encourage more statewide sustainable freight activities – what agency does what and who provides the statewide look of moving goods
- Land use issues related to new warehouses in Moreno Valley. (CARB response: CARB focuses on our expertise of air pollution in providing comments on a project with a push toward using zero-emission freight equipment)