

CARB Freight Day June 8, 2021

Meeting Notes

Seaports

- Why is there a choice between cleaner combustion, and zero emission requirements?
- Choosing between cleaner combustion and zero emission requirements is a false choice. Trucks are an example of a sector which is ripe for electrification right now.
- Economic development in many areas continues to bring in more pollution right now. Communities need relief now.
- Can CARB consider plans for communities to be compensated for the pollution they are experiencing?
- Ports are purchasing new diesel equipment. CARB should be charging or penalizing businesses that are doing this.
- CARB needs to incorporate racial equity and environmental justice considerations by having executive board member seats dedicated to these interests / board members who represent these interests.
- CARB needs to do more to address pollution from the trucking sector. Diesel trucks should be retired when they reach the end of their useful lives.
- CARB has stated intentions to require zero emission technology, so cleaner combustion standards feel like moving backwards, especially for the communities most acutely affected.
- CARB needs to consider how it is holistically engaging with community concerns.
- CARB should establish a permanently funded environmental justice committee.
- Port trucking needs to be zero emission. Companies investing in the cleanest diesel available are trying to avoid the costs of zero emissions. CARB should not be incentivizing any new diesel purchases.

Railyards

- May need changes to CEQA rules to get results
- Re: reporting by cell-phone accessible website-- sometimes all the tabs are not visible (make sure any data presented can be fully accessed by cell phone format)
 - Sources of emission vs. EJ communities and impacts on health so EJ communities can have the hard data to get legislative action

- Government phones often do not have Internet capabilities so we must make adaptations for others to engage
 - EJ trainings for elected officials – make mandatory
- Port trucks no longer need to be diesel, we already have to live with a legacy fleet for 10 to 20 years
 - We should incentivize ZE
 - No more incentives for natural gas or diesel
 - Why does the agency incentivize combustion?
- Move faster on getting ZE out around 80% of truck traffic in the SCAB region is intra-regional and remains in the region
- Even if long haul trucks truly aren't there yet, many trucks can still be served by current electric capabilities
- EJ communities still see dirty trucks
- Concerned that rail is expanding
- No use of Z infrastructure after high investment (Alameda corridor)
- Dirtier locomotives at the ports
- Community members are frustrated and are giving up
- Massive rail growth (example, Union Pacific pop-up terminal in Colton)
- Large truck presents in Inland Empire
 - This freight could go by rail, but railyards are dangerous to live near
- CARB could use Advance Clean Fleets (ACF) rule to target trucks going to ports and rail, what is CARB doing to expand the efficiency in the ACF rule, how do we target the trucks doing short trips that could be electrified
- Electrify rail
- We need to electrify the rail yards, get into modern times, other countries have electrified rail systems
- If any compensations are given, they should be for solar panels, community gardens, and masks for EJ communities
- Concerned about the risks of locking in polluting legacy fleet, especially with the longer useful life requirements etc. of the omnibus low NOx rule that was adopted last year, and saddling the state with a large cost burden

Border Crossings

- Reduce emissions from idling via technology that can automatically turn off the vehicle and deactivate the cylinder.
 - SouthWest Research Institute has researched on this topic.
 - Canadian Firm called Effenco, <https://www.effenco.com/>, has information on technology that can shut off engines when idling.
- There is a myth that Mexican trucks are significant sources of emissions.
 - Marketing campaign needed by CARB to debunk that myth.
- We need to go faster with transitioning to cleaner trucks.
- Has the portal been moved to Calexico?
- How far can Mexican trucks travel into the US?
- Vehicles need to be inspected to ensure that they are in compliance—especially near vulnerable populations.
- More monitoring of PM 2.5 is needed.
- Lines of trucks at the US-Mexico border are similar to stretches of I-5 in the San Joaquin Valley and along the 710 corridor.