

Community Truck Listening Session August 31, 2021

Meeting Notes

- I didn't hear mention of the AB210 rule that requires all trucks outside of CA to meet certain emission standards. Thank you, CARB, for putting in a test pilot of the PERQS system. In our district, there is rule 2305, its warehouse rule, freight coming into warehouse, its crucial to put letter together to board to have some monitoring as part of the warehouse rule in the future. There is help for communities like mine under the EPA, American Rescue Plan can help with ambient air quality monitoring in communities heavily impacted, I'll put the link in the chat. CARB Staff help communities write proposals for these EJ communities.
In Bloomington, CA they want to construct an industrial park, that would be an ideal place to put an air quality monitor since there will be many trucks coming in and out. So, the community can know what's going on with their own health. It would allow for us to have data and for rules to be written to help counter some of that traffic.
 - CARB: SB210, the Inspection and maintenance program is an outcome of that. We'll get you in touch with our team.
- For the 2023 new inspection/maintenance rules, is there workforce development/training considerations?
 - CARB: Yes, there will be training requirement for anyone who will perform a vehicle test and training for understanding compliance.
- Didn't see it in the presentation, the commercial readiness of heavy-duty ZEVs. Heavy Duty ZEVs aren't going to be ready for another 10 years or longer, can you comment on the South Coast letter, why they are supportive of near zero and zero technologies. Near term is not being considered with these policies. Conversation should be diesel vs low NOx, not diesel vs zero
 - CARB: Advance Clean transportation goals that will get us the ZE truck deployments, funding available to help deploy near zero and zero emission truck. All agencies working together right now. We want all technologies out ASAP to get the benefits for the communities ASAP.
- Constantly hear truck traffic, appreciate you holding the session. The older diesel trucks account for much of the emissions. You should require trucks to report quarterly per the original staff proposal so that excess emission can be addressed within 45 days. Also require retirement of trucks from 2010 generation and later, useful life law is not being used right now, even when they're 13 years or older or over 800,000 miles, what are emission reductions if this put into place?
 - CARB: Your comment is heard, we are working internally to understand the best approach moving forward. We have a safeguard built into ACT, please provide feedback at the workshop next week.
- Failsafe for drayage trucks or all fleets?

- CARB: High priority fleets and all drayage trucks.
- What is CARB's view on local air districts using Stationary source rules to control vehicular emissions. Is this going to cause inconsistencies across the state?
 - CARB: We support local air districts when they are looking for ways to get additional reductions, SC did adopt the warehouse ISR, in that rule they are hoping to achieve additional reductions from trucks. We did submit a letter of support and ask them to make the rule more stringent. It does acknowledge inequities that already exist.
- Can someone address why non fossil fuel diesel as biomass diesel is not a consideration? When Biomass fuel has a proven record of tailpipe reduction and allow us to meet 2020 GHG goals by 2016. Biomass fuel can bring immediate reductions to impacted communities. Not an end all for freight movement but a reasonable intermediate solution.
 - CARB: Overarching direction that staffs here at CARB has received from Governor, Board and EO is to look for ways to which we can deploy zero-emission, we analyze ZE, see if its technically and economically feasible and bring those to our Board. Our very direct direction is to focus on zero.
- This sort of open door at the other end of the rule, does seem to allow trucks to go on and on and on if they are able to pay the price to do that. We need it explicitly described in the rule that these trucks will be retired, regardless of fleet type. Old Ag trucks need to be out of commission, we don't need additional emission from those especially during wildfire season.
- Will CARB please address the "if feasible" language in ACT?
 - CARB: We are evaluating this in ACT, in ACF we do have some exceptions built in for those. Maybe a mileage exemption and some others in discussion. Technology does evolve and there are phases built in to make sure our regulation acknowledges and built on it. Most feasible trucks quick requirements, harder ones later in the timeline.
- Trucks speeding on country roads in south central Fresno. Orange Center Elementary School in 617 area, CHP enforcement vs City PD is not there. Not enough cross enforcement. We need direct action that is going to fill in those enforcement gaps. All of 617 has jurisdiction and authority issues. Lack of safety, speed, and lack of community care. More about the dollar and economy.
 - CARB: We do need to do a better job being a partner with you and to make sure those concerns are shared. We can still support you in lifting up that concern. What I can promise is tonight that we will follow up on your concerns with our partners at CHP and in OCAP to see what else we can do to support you. Will bring up the speed issues to the board.
- The problem for me is I live in a senior living facility north of Manteca, in between 5,99,120 and Southwest of UP Railhead, heavy truck traffic. Planning a new strip of industrial area, our city counsel doesn't understand the link between diesel exhaust and human health. They plan on making streets adjacent to residential areas accessible

to truck traffic. Any advice on how to deal with this? A 20-year outlook doesn't help us much. If you can give me an email Kevin Hamilton, I can speak to you.

- CARB: Welcome, we appreciate your time. Yes, we will give you Kevin's contact info. We have a team that tracks a lot of freight warehouse projects you're talking about. We write letters for CEQA of these types of projects. If we have not written a letter yet, we will connect you with Stanley Armstrong, he is the staff that is responsible for tracking freight facilities and for helping put together these letters. Staff trying to put together listening session regarding what tools are available to you as a community member to see how things impact you, and other resources available to you. Advocates on the line that could give you advice. Stay tuned on listening session, if we don't have your email, we would love to have it and have it on the listserv.
- There needs to be a better connection between public health. I grew up around industrial facilities and couldn't understand why I couldn't be outside because of my asthma. Important to show connection between community health and emissions. We have industrial facilities, big rig trucks, they are placed strategically around our cities. Better connection with public health, show the risk of asthma, and other health concerns. It's a state thing and something needs to be done about this.
- Why doesn't CARB state the data it has on 10% of trucks being responsible for diesel emissions and 60% of the NOx emissions. CARB has no authority over truck routes, full stop.
 - CARB: We are wanting to hear from community members about their concerns. You bring up a great question, we will be discussing this at the workshop next week.
- Important to know the facts, CARB should relay those facts. We just see the particulate emission from older trucks. Their retrofit isn't working and there's emissions when using DEF Fluid, its problematic and it happens time and time again. CARB should increase staff, enforcement staff since you guys have more funding. A lot of people retiring and knowledge leaving the city. Massive state hiring freezes, hire new staff on the enforcement side and lean into heavy duty vehicle inspections in these heavily trafficked areas. We need to see measurement and enforcement at the same time.
- We found NOx emissions and other emissions are more concentrated in communities of color. We were cosponsors of SB210, it's a smog check for trucks, critically important program. We need quarterly inspections and reporting. Truck retirement should be expanded in ACF rule. Lung Association released report last year, found that CA has the most to gain out of any state by going to ZEVs.
- EPA has made available \$50 million in grant money, there are inexpensive technologies like purple air, if we could get it deployed in EJ communities, we would be able to get data where we can start seeing trends. EnviroScreen and empirical data isn't aligned, data isn't available as it is a model. Community members need help from CARB to write these grants to attain some of these funds and get data.

- Thank you for taking on the subjects within trucking, very important. Frontline, 70% and above on Cal EnviroScreen. Our concerns are the minimal involvement of black trucker issues. We're lumped into the POC category without breakdowns of where the funding is going. No support for Black truckers. As we move forward, CARB should look at numbers when it looks at involvement of Black truckers, looking at things that are fair and equitable. Look at numbers of involvement of black truckers, require organizations that get major dollars, they must treat black folks with the same respect we treat them with. We've always been advocates for these issues that impact all of us, we've stood with other minorities, whenever we say let's focus on black specific minorities there's an issue, this needs to be noted.
 - CARB: Thank you, we will do some research and follow up on that.