

DATE: May 15, 2019 Mail-Out #MSC 19-10

TO: All Interested Parties

SUBJECT: NOTIFICATION FOR DRAYAGE TRUCKS SUBJECT TO SAN PEDRO BAY  
PORTS CLEAN AIR ACTION PLAN SEEKING CARL MOYER PROGRAM  
FUNDING

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### **New Local Requirement - San Pedro Bay Ports Clean Air Action Plan**

In light of the recent San Pedro Bay Ports Clean Air Action Plan (CAAP) at the Ports of Los Angeles and Long Beach (LA/LB) and the requirements for drayage trucks, this mail-out is intended to clarify which Carl Moyer Memorial Air Quality Standards Attainment Program (Moyer Program) funded trucks can access the aforementioned ports.

The CAAP requires NEW drayage trucks entering the Port's Drayage Truck Registry (PDTR) to be 2014 model year (MY) or newer. Trucks currently registered in the PDTR can continue to operate regardless of model year. Specifically, all trucks with a 2007 or newer engine MY that were entered into the PDTR before the October 1, 2018 implementation date will be allowed to operate until the state requires replacement in 2023 per the Statewide Truck and Bus Regulation, title 13, California Code of Regulations, section 2025.

Due to these new CAAP requirements, drayage truck owners and operators should be aware that certain trucks that are funded by the Moyer Program may be restricted from entering local ports during the Moyer Program contract or voucher period as they would not be considered surplus.

### **Moyer Program Funding for Port of LA/LB Trucks**

Drayage trucks that are compliant with federal, State, and local requirements are eligible for Moyer Program funding if all program requirements are met. Port registration history may affect whether or not a funded replacement truck is considered surplus and can enter the Ports of LA/LB. The following provides examples of Moyer Program funding opportunities for trucks with 2007-2010 engine MY:

#### **Example 1: Currently registered in the PDTR**

Existing truck is currently registered in the PDTR and is compliant with all federal, State, and local requirements. This truck is eligible for Moyer Program funding, including Voucher Incentive Program (VIP) funding, for a 2014 MY truck or engine certified to optional low NOx

standards or cleaner. The replacement truck may continue to be registered in the PDTR and access the ports of LA/LB.

**Example 2: Not currently registered in the PDTR**

Existing truck is not currently registered in the PDTR and is compliant with all federal and State requirements. This truck is eligible for Moyer Program funding, including VIP funding for a 2014 MY truck or newer. However, this truck would still not be able to register in the PDTR or access the ports of LA/LB during the Moyer Program contract or voucher period.

**Example 3: Would like to become registered in the PDTR**

Existing truck is not currently registered in the PDTR but would like to become registered in the PDTR and access the ports of LA/LB. The truck is compliant with all federal and State requirements. This truck is eligible for Moyer Program funding, including VIP funding for only a certified optional low NOx standard or cleaner truck. This truck would be eligible to register with the PDTR and access the ports of LA/LB.

Table 1 summarizes the previous examples and is added for further clarification:

**Table 1: Conditions Determining if the Funded Replacement Truck can Enter POLA/LB Upon Delivery**

Baseline Truck Conditions	Can This Funded Replacement Truck Enter POLA/LB?	
	MY 2014+ Truck	Optional Low NOx or Zero Emission Truck
Registered in PDTR before Oct. 1, 2018 (Grandfathered)	Yes	Yes
Not Registered in PDTR/Does Not Need to Enter	Only after the contract or voucher period ends	Yes
Not Registered in PDTR But Needs to Enter	No	Yes

For information regarding the Clean Air Action Plan at the Ports of Los Angeles and Long Beach, please visit: <http://www.cleanairactionplan.org/>.

For information on the Statewide Drayage Truck Regulation, please visit: <https://www.arb.ca.gov/msprog/onroad/porttruck/porttruck.htm>.

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<https://www.arb.ca.gov/msprog/onrdiesel/regulation.htm>.

Sincerely,

/s/

Jack Kitowski, Chief  
Mobile Source Control Division