

Chapter 5b: Trucks and Freeways

Community Concerns

The Southeast Los Angeles (SELA) community is surrounded by Interstate 105 (I-105) to the south, Interstate 110 (I-110) to the west, and Interstate 710 (I-710) to the east. The I-710 is a vital transportation corridor for goods movement out of the Ports of Los Angeles and Long Beach, the busiest container ports in the United States. A daily average of up to 240,000 vehicles transit along the portion of the Interstate 710 in the SELA community.¹ Heavy-duty diesel trucks contribute to about 8.7% of the average daily traffic volume and over 90% of diesel particulate matter (DPM) emissions.²

The SELA community has expressed concern about emissions from heavy-duty diesel trucks traveling along the I-710 and idling near storage yards, fueling stations, residential areas, and near sensitive receptors. Community residents are also concerned about the general traffic congestion in their neighborhoods and the potential of large warehouses or fulfillment centers opening in the future, which may also increase truck activity. Please see Appendix 5 – Trucks and Freeways for more information.

Actions to Reduce Emissions or Exposure

To address community concerns about emissions from trucks and freeways in SELA the CSC developed twelve (12) actions for the Community Emissions Reduction Plan (CERP). The tables below provide goals, actions, metrics, and a timeline to achieve emission or exposure reductions from trucks and freeways in SELA.

¹ Caltrans, Caltrans Traffic Census Program. <https://dot.ca.gov/programs/traffic-operations/census>, Accessed February 13, 2020.

² California Air Resources Board, Community Air Protection Program 2019 Community Recommendations Staff Report. <https://ww2.arb.ca.gov/resources/documents/2019-community-recommendations-staff-report>, Accessed February 18, 2020.

Table 1 – Goal: Reduce Emissions from Truck Traffic and Freeways

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
A	<p>CARB will establish a Community Pollution Enforcement Workgroup for trucks and other vehicles in the SELA community, including interested community and CSC members, pollution enforcement agencies (e.g., air, water, solid waste pollution control agencies at the federal, state, regional, and local levels, as available), local law enforcement agencies, local municipalities, and other interested agencies, as needed, and meet quarterly to:</p> <ul style="list-style-type: none"> • Discuss community complaints and improve the process for complaints communication • CARB Enforcement will share information for where to make a complaint, and a list of potential air pollution concerns which CARB and South Coast AQMD can address with local law enforcement agencies, public health agencies, municipalities, and other agencies that are regularly contacted instead of CARB and South Coast AQMD for air pollution related concerns. CARB, in conjunction with the CSC, will share air pollution complaint information with community members and local organizations for where to make a complaint. • Update the community on inspections by state and local partners • Identify areas for future work, such as those listed in the following two strategies (Reducing Exposure to Idling in the Community and Deterring Catalytic Converter Theft) • CARB’s Community Pollution Enforcement Group would work with local municipalities and law enforcement to help establish truck routes, local no idling ordinances, parking zoning to move truck parking from local neighborhoods to an approved parking location, and greening to help separate the community from idling within the community 	CARB	Number of meetings with the workgroup to collaborate	3 rd quarter 2022	4 th quarter 2025

B	CARB would work with local trucking companies to distribute educational material to incentivize the reduction of non-critical idling (e.g., maintenance costs savings due to reduced wear and tear, and fuel cost savings). ³	CARB	Number of meetings with local trucking companies Amount of educational material distributed	1 st quarter 2021	4 th quarter 2025
C	CARB to collaborate with South Coast AQMD to conduct quarterly enforcement sweeps, evaluate findings, seek input from CSC, and report back to CSC periodically	CARB South Coast AQMD	Number of enforcement sweeps per quarter and CSC updates	2 nd quarter, 2021	1 st quarter, 2022
D	Collaborate with the CSC to identify and prioritize “No Idling” sign placement in the SELA community. CARB to coordinate with South Coast AQMD, land-use agencies, school districts, and law enforcement agencies to install and enforce “No Idling” signs. Signs will include CARB and South Coast AQMD’s contact information and roles in enforcing heavy duty truck idling regulations. ⁴	CARB South Coast AQMD	Number of signs placed in community	3 rd quarter, 2021	4 th quarter, 2022
E	Continue development of the Warehouse Indirect Source Rule (ISR) to reduce emissions from large warehouses and fulfillment centers and inform CSC members about Warehouse ISR working group meetings and provide warehouse information to the CSC	South Coast AQMD	Completion of Warehouse ISR Provide CSC with warehouse information	1 st quarter, 2021	2 nd quarter, 2021
F	Outreach to small businesses (e.g., independent truck owners and operators) and local fleets for incentive funds, prioritizing zero emission trucks where commercially available (e.g., Class 6 or below).	South Coast AQMD	Amount of truck incentive outreach in SELA	3 rd quarter, 2021	4 th quarter, 2025
G	Conduct outreach to the SELA community to provide information to the community about battery electric, fuel cell, and hybrid options and incentives available to encourage replacement of older polluting light duty vehicles with cleaner vehicles, and work with partners to increase the availability of publicly accessible electric vehicle charging stations in the community	South Coast AQMD	Number of outreach events	3 rd quarter 2022	1 st quarter 2025

³ CARB Enforcement will provide educational material for downloading and distributing, such as the “Community Idling Factsheet.”

⁴ CARB Enforcement will continue to support the community’s work with local municipalities by providing templates for, and when possible actual, “No Idling” signs for roadways and schools.

H	Identify freeway projects (e.g., freeway expansion projects) within the community that are circulated to South Coast AQMD for review under the California Environmental Act (CEQA)	South Coast AQMD	Monthly report to South Coast AQMD Mobile Source Committee	1 st quarter 2021	4 th quarter 2025
I	Conduct air monitoring in the community to support implementation of truck emission reduction strategies and help track concentration trends of key indicator pollutants of truck emissions; and help to assess the impact of truck emissions on community exposure	South Coast AQMD	Conducting air measurements in the community	4 th quarter of 2020	4 th quarter 2025

Table 2 – Goal: Reduce Catalytic Converter Theft in SELA

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
J	CARB to pursue a catalytic converter theft deterrence and education program in SELA. ⁵	CARB	Creation of catalytic converter theft deterrence program	1 st quarter, 2021	4 th quarter, 2025

Table 3 – Goal: Reduce Exposure to Truck Emissions

	Action	Responsible Entity	Metric	Timeline	
				Start	Complete
K	Work with local school districts, and CSC members to identify and prioritize schools exposed to truck emissions that may benefit from installation of air filtration systems	South Coast AQMD	Complete identification and prioritization activity with CSC Number of schools that receive air filtration systems	1 st quarter, 2022	4 th quarter 2025

⁵ The program may be similar to the programs in other communities, such as City of El Segundo (<https://www.elsegundo.org/Home/Components/News/News/1449/268327>) that implemented “Etch and Catch” programs. These programs etch license plate information on the catalytic converters that act as a deterrent to device theft locally as well as aid the police in locating the vehicle from which it was stolen, if the criminal is caught.

