Early Action Items for Local Government to Implement (as Proposed by the Environmental Community)

Recommendations/Outreach

Advisory Roundtable
August 11, 2011
Previously Proposed Early Action Items

#1 – Develop funding plan for AQAP
#2 – Maximize use of cleaning transportation technology
#3 – Container fee legislation
#4 – Partner with SCAQMD on air monitoring system improvement
#5 – Restrictions on truck idling
#6 – Conditional Use Permit conditions on warehouse/distribution facilities
#7 – Requirements on construction equipment
#8 – Exposure reduction for sensitive receptors from diesel exhaust
#9 – Policies to encourage communities to buy locally
Historical Perspective

- Development of the Air Quality Action Plan for the I-710 Corridor (May 2007) provided the basis for the scope of work

- Key representatives from environmental community indicated strong desire for measures that would result in near-term air quality improvement

- Many of the measures are based on concepts that were originally proposed in the Tier 2 report

- Some measures result in direct emission reductions while others provide foundations for successful development and implementation of the AQAP
Items Already Implemented

#1 Develop funding plan for AQAP
Completed

#2 Maximize use of cleaner transportation technology for I-710 corridor communities

- I-710 EIR/EIS includes clean transportation technology alternative
- CALSTART “state of the industry” analysis to be released shortly
- MTA developing collaborative clean technology business plan
Items Already Implemented

#3 Support legislation establishing container fees
   • Gateway Cities on record for container fees and other funding mechanisms

#4 Formal partnership with SCAQMD for improvement of AQ monitoring along corridor
   • SCAQMD is partnering in AQAP preparation and is I-710 TAC member
Purpose of Briefing

- Analyze status of recommendations for early action initially developed by local communities
- Present analysis and obtain input from Technical and Advisory Roundtable meeting attendees
- Focus is on recommendations 5 through 9, the early action items within the direct (or indirect) jurisdiction of local cities
#5 – Restrictions on Truck Idling

- CARB has limited truck idling to 5 minutes through regulation since 2006; enforcement has been limited due to lack of resources.

- Many cities have adopted anti-idling ordinances (NYC, Chicago, Philadelphia, City of Auburn, Sacramento, Cupertino).
  - Recommend cities in GC adopt similar ordinances.

- Proposal would be to facilitate enforcement of existing CARB regulation through local police departments (Chicago PD issues citations).

- Enforcement could be funded through citation revenue.

- Cities also to implement training/education programs for police, warehouses, and distribution centers.
#6 – Additional CUP Conditions for Warehouse and Distribution Facilities

- Focus would be on further reducing air pollution
- Types of conditions could include:
  - On-site signage regarding truck idling
  - Provision of electric hookups for hybrid vehicles
  - Signage/other restrictions on truck routes through neighborhoods
  - Locate driveways/loading docks away from residential or other sensitive receptors or city streets.
- Restrictions on auxiliary power units
- Use of alternate-fuel cargo handling equipment
Previously Proposed Early Action Items

#7 – Construction Equipment Requirements

- Metro’s adopted green construction policy
- Local cities will collaborate to develop and adopt a similar policy
- Future restrictions could limit small/local contractors’ ability to complete
- Consideration should be given to a clean construction equipment upgrade or buy-back program for local contractors
Previously Proposed Early Action Items

#8 − Diesel Exhaust Exposure Reduction to Sensitive Receptors

- Consider banning trucks from traveling certain routes or within sensitive neighborhoods
- Use state/federal energy efficiency funds (PACE) to partially support a HEPA filter retrofit program for HVAC systems
- Pass ordinance requiring new sensitive receptors to evaluate proximity to high-emitting locations (freeways, warehouses, rail yards, ports); use landscaping for pollution and sound walls for noise/vibration
- Develop new land use/zoning restrictions that minimize conflicts between sensitive receptors and high-emitting sources
- Evaluate the retrofit of school buses and senior transport vehicles to reduce exposure in cabins (some programs may be in place)
Previously Proposed Early Action Items

#9 – Buy-Local Policies

• Develop local municipal procurement policies that favor local vendors and contractors

• Develop procurement policies that limit goods and services to L.A. County and USA providers

• Encourage/promote venues such as farmer’s markets and street fairs that provide consumers an opportunity to buy local

• Provide tax incentives/other inducements for small entrepreneurs serving local neighborhoods

• Establish milestones and measure effectiveness
Next Steps

• Continue research to finalize recommendations (benchmark with other communities, implementation strategy, funding mechanisms, timeline)

• Develop draft memo summarizing each recommendation

• Consider other ideas for early implementation

• Present detailed findings in early fall