

Southeast Los Angeles County, CA

Gateway Cities Fleet Modernization Program: Lessons Learned

Abstract *(Topical Area 3 and also 7)*
Gateway Cities Council of Governments

Introduction

Diesel particulate and other emissions from heavy-duty trucks used in goods movement have given rise to community concerns about health effects including asthma, other respiratory disease, and cancer. Newer trucks have lower emissions, but diesel trucks have a long useful life and are costly to replace; therefore, the fleet serving Southern California would not turn over quickly without intervention. Public policies developed in response have sought to encourage more rapid modernization of this truck fleet by providing financing for truck replacements and retrofits.

Gateway Cities Fleet Modernization Program

The Gateway Cities, consisting of 27 cities in Southeast Los Angeles County, the County of Los Angeles, and the Port of Long Beach, in 2001 embarked upon an effort to speed the modernization of the port trucking fleet and other heavy-duty goods movement sectors. Many of these trucks spend the majority of their time operating within the Gateway Cities area. Initial funding for the program came from the California Air Resources Board and the U.S. Environmental Protection Agency. Subsequent funding was provided by the Mobile Source Air Pollution Reduction Review Committee (MSRC), the Port of Los Angeles, and the Port of Long Beach, with POLA providing more than 75% of the funding. In total, 643 trucks were replaced using total grant funding of \$24.5 million, or an approximate per-truck public cost of \$38,000. As the program evolved over six years, newer trucks meeting progressively lower emissions standards were deployed.

Newer Truck Replacement Programs

In view of continuing community pressure to reduce truck emissions, the Ports of Los Angeles and Long Beach in 2006 adopted a Clean Air Action Plan that included a landmark program to incentivize early truck fleet turnover for thousands of in-use drayage trucks. This joint POLA/POLB Clean Trucks Program was further developed in 2007 and portions were adopted in 2008. The heart of the program, in addition to grant funding for new trucks meeting the 2007 emissions standards, was a progressive ban on older trucks, combined with a fee to discourage their use until ban dates were implemented. At the same time, the California Air Resources Board was also developing statewide emission regulations for port trucks and other heavy-duty trucks in commercial service. The Gateway Cities Fleet Modernization Program, which was America's first port-oriented heavy-duty truck replacement effort, came to an end in 2008 so that funding sources could be diverted to these newer programs.

Lessons Learned

This paper will explore the lessons learned from the Gateway Cities Fleet Modernization Program and how they can be applied to subsequent programs, such as the port and state programs. Issues such as cost-effectiveness, evolving emissions factors, public-private funding, regulatory issues, technology evaluation, and legal liability will be explored, as well as implementation issues including program marketing, vehicle operability, and enforcement. Another issue to be addressed is coordination of policy and implementation among the various programs. Lessons learned will be summarized in a form applicable to programs under consideration in other states.

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