



OPINION

Local kids and families need cleaner air now



Get the latest news delivered daily!

SUBSCRIBE

Follow Us



Port truck drivers wait in line at Pier G in the Port of Long Beach (File photo by Stephen Carr, Press-Telegram/SCNG)

By **VIVIAN ROMERO**, **MARIA DAVILA** and **JASON PU**

|
November 1, 2017 at 6:26 p.m.

0 COMMENTS

The cities of southeast Los Angeles County are key drivers of the Southern California economy. Our proximity to the ports of Los Angeles and Long Beach, the Long Beach (710) Freeway and rail lines means our region is an industrialized

MOST POPULAR

- 1 **Former Angels employee Eric Kay charged in connection with death of Tyler Skaggs**
- 2 **Critic's Notebook: Why I'm rating restaurants for their COVID-19 response**
- 3 **Joe Maddon believes Angels clubhouse is free of drug issues**
- 4 **Have you seen the traffic signals with a yellow border?**
- 5 **Motivational speaker Ed Mylett lists his \$19 million Laguna Beach-front home**

hub that literally keeps the rest of the country moving. This is a tremendous source of pride for the men, women and families who live in our cities.

When we see trucks carrying cargo to and from the port, we see good-paying, middle class jobs for those who work at the ports, nearby warehouses and throughout the logistics supply chain. But we also know that all of this economic activity comes at a cost to the health of the children and families we are elected to represent.

The health implications of living near a freeway are well documented. Our children are more likely to have asthma and other breathing problems. There are elevated risks of heart disease and cancer. These are real problems that impact our constituents. And they are why we are demanding action.

This week, the Harbor Commissions of Los Angeles and Long Beach will vote on the Clean Air Action Plan, a document that outlines how to reduce air pollution related to the country's largest port complex. The heavy-duty trucks that transport containers between the ports, freight lines and warehouses are a critical piece of the CAAP.

Under the proposed CAAP, diesel trucks could continue to service the ports of Los Angeles and Long Beach until 2035. That means a child born today would be a freshman in college before he or she breathes cleaner air. The reality is there's no reason to wait.

Today in Southern California, most transit agencies have already switched their buses from

- 6 15 more OC sheriff's deputies considered for criminal charges in evidence scandal**
- 7 As Asian Garden Mall closes indefinitely, Little Saigon adapts to outdoor shopping**
- 8 With his pitching season over, Angels' Shohei Ohtani takes the long view**
- 9 California health officials release guidelines for return for college sports**
- 10 Huntington Beach Mayor Semeta and Councilman Brenden take pass on reelection**
- 11 Laguna Beach Beer Company opens third tasting room in Huntington Beach**
- 12 Police find car and detain man possibly tied to attempted kidnapping and sexual assault of teen girl in Santa Ana**

diesel to natural gas engines. And many agencies are replacing their fleets with engines that are 90 percent cleaner than compressed natural gas engines. The technology is advancing so quickly that by the end of the year, these vehicles will be cleaner than electric vehicles – putting fewer pollutants and greenhouse gases into the air.

Leaders at the ports of Los Angeles and Long Beach have heard our concerns. Under the CAAP, beginning in 2020, all heavy-duty trucks would be charged a fee to enter the ports' terminals unless they are certified to meet a standard of near-zero emissions.

We look forward to seeing clean trucks that run on renewable fuel. And the communities around the ports do, too. In a recent poll conducted by the respected polling firm FM3 on behalf of the Advanced Clean Trucks Now coalition, strong majorities supported clean trucks, supported their deployment now, and even supported financial incentives to get these trucks on the road. These polling results tell us that port communities specifically want to encourage greater pollution reduction through the rapid deployment of near-zero emission vehicles.

In order for the CAAP to be successful, we urge port officials to adopt the California Air Resources Board's Optional Low NOx Standard of 0.02 g/bhp-hr as their own standard for trucks to be exempted from the 2020 fee. Roughly 90 percent of older trucks were replaced within three years when the previous Clean Trucks Program imposed a fee. Setting CARB's Low NOx standard as the threshold could result in faster adoption of near-zero technology and would allow non-

petroleum and renewable fuel vehicles to operate at the ports and assist in meeting the state's petroleum reduction goals, renewable energy goals, and clean air and climate goals.

The ports of Los Angeles and Long Beach have a long track record of environmental stewardship. We applaud port officials for their commitment to making Southern California a cleaner and healthier environment, and we will be watching to make sure they continue to move as aggressively as they can to put cleaner trucks on our roadways.

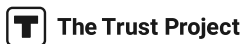
Vivian Romero is mayor of Montebello. Maria Davila is mayor of South Gate. Jason Pu is city councilmember from San Gabriel.

[Newsroom Guidelines](#)

[News Tips](#)

[Contact Us](#)

[Report an Error](#)



Tags: [Guest Commentary](#)



Vivian

Romero

Maria Davila



**Jason
Pu**

[VIEW COMMENTS](#)

Join the Conversation

We invite you to use our commenting platform to engage in insightful conversations about issues in our community. Although we do not pre-screen comments, we reserve the right at all times to remove any information or materials that are unlawful, threatening, abusive, libelous, defamatory, obscene, vulgar, pornographic, profane, indecent or otherwise objectionable to us, and to disclose any information necessary to satisfy the law, regulation, or government request. We might permanently block any user who abuses these conditions.

If you see comments that you find offensive, please use the “Flag as Inappropriate” feature by hovering over the right side of the post, and pulling down on the arrow that appears. Or, contact our editors by emailing moderator@scng.com.