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The Cleaner Air Partnership

The Cleaner Air Partnership is a joint project of Breathe California of Sacramento-Emigrant Trails, the Sacramento Metro Chamber and Valley Vision to help the Sacramento Region meet clean air standards that protect health and promote economic growth.

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April 17, 2006

Catherine Witherspoon
Executive Officer, California Air Resources Board
1001 I Street
Sacramento, CA 95814

Dear Ms. Witherspoon:

The Cleaner Air Partnership is again pleased to submit comments on the state's revised Emission Reduction Plan for Ports and International Goods Movement in California, a source of crucial mitigation for the increase in goods movement activity expected in the next two decades.

For nearly 20 years our partnership between the Sacramento Metro Chamber of Commerce, Breathe California of Sacramento-Emigrant Trails and recently the nonprofit organization Valley Vision has worked to help the six-county Sacramento region meet clean air standards that protect health and promote economic growth, with significant results.

We appreciate CARB's recent effort to analyze goods movement emissions impacts by region in greater detail. While it has been noted that virtually every area of the state has emissions from at least one of the goods movement sectors, it is important to note that Sacramento's location at the crossroads of California's goods movement picture causes significant air quality impacts from *several* sectors for our 2.8 million residents.

Consider:

- Interstate 5 and State Route 99 serve major north-south movement;
- Interstate 80 is a crucial east-west corridor serving the Bay Area and Port of Oakland;
- One of the West's largest rail yards is located 15 miles from Sacramento in Roseville;
- We are home to the Port of Sacramento, with renewed governance and a new operating agreement with the Port of Oakland;
- Mather Air Field in Rancho Cordova serves a substantial number of air cargo carriers serving California and beyond.

Although our air quality is getting better, Sacramento remains a serious nonattainment area for federal ozone standards and will face ongoing difficulty reaching attainment on the new 8-hour standard. We are not projected to meet revised federal standards for fine particulates as well. Meanwhile, our static local population is expected to increase by nearly 50 percent or as many as 1.2 million more residents in the next two decades.

We are being proactive. Our Council of Governments and Valley Vision, a regional nonprofit, recently engaged thousands of citizens to forge the national award-winning regional "Blueprint" advisory land-use plan. The COG is using this plan, which emphasizes pollution-reducing smart-growth principles, as the basis for an update of our region's 25-year Metropolitan Transportation Plan.

While we work to reduce air quality impacts from local growth, CARB's assistance is crucial to manage impacts from increased regional goods movement. It is crucial that the state emissions reduction plan for goods movement contains strategies that adequately mitigate negative air quality impacts on this region from increases in trains and trucks, particularly from the Port of Oakland. Our economic and physical health is dependent upon wise decisions that balance public and environmental health and the need for a strong and resilient economy.

Thank you for the opportunity to comment. Please feel free to contact me at (916) 325-1630.

Sincerely,

Bill Mueller

Bill Mueller
Manager, Cleaner Air Partnership