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January 31, 2008

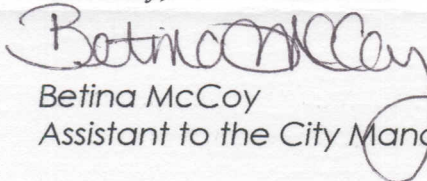
Mary Nichols, Chair
California Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

Dear Ms. Nichols:

Enclosed please find Resolution Number 2008-07 of the Ceres City Council, urging the California Air Resources Board to increase the San Joaquin Valley Unified Air Pollution Control District's share of Proposition 1B Air Quality Mitigation Funding. This resolution was unanimously approved on January 28, 2008.

The Council hopes that the Board will consider Ceres' support of the District's requests for additional funding to improve air quality in the Central Valley in its upcoming deliberations.

Sincerely,


Betina McCoy
Assistant to the City Manager/PIO

Enclosure

ORIGINAL: Board Clerk
Copies: Executive Officer
Chair

RESOLUTION NO. 2008- 07

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CERES URGING THE CALIFORNIA AIR RESOURCES BOARD TO INCREASE THE SAN JOAQUIN VALLEY UNIFIED AIR POLLUTION CONTROL DISTRICT'S SHARE OF PROPOSITION 1B AIR QUALITY MITIGATION FUNDING

WHEREAS, the San Joaquin Valley Unified Air Pollution Control District (District) is a duly constituted unified district, as provided in California Health and Safety Code (CH&SC) Sections 401.50 to 401.61; and

WHEREAS, in November of 2006, California voters approved Proposition 1B authorizing \$1 billion in bond funding to reduce air pollution and health risk along California's priority trade corridors; and

WHEREAS, in the January 3, 2008 ARB staff report on the Proposition 1B Emissions Reduction Incentive Program, ARB staff proposed to allocate only 25% of the Proposition 1B air quality mitigation funding to the entire Central Valley trade corridor, which includes both the San Joaquin Valley Air Pollution Control District and the Sacramento Metropolitan Air Quality Management District; and

WHEREAS, in the above-mentioned proposal for allocating the Proposition 1B funding, ARB staff relies on goods movement emission inventory figures that have not been officially sanctioned, lack technical justification, and are not consistent with numbers used in State Implementation Plans; and

WHEREAS, in the above-mentioned proposal for allocating the Proposition 1B funding, ARB staff ignores the San Joaquin Valley's need for expedited attainment of the federal 8-hour ozone standard by 2017, even though State Officials, including ARB members and Governor Schwarzenegger, have expressed their commitment to attaining the federal 8-hour ozone standard in the Valley by 2017; and

WHEREAS, in the above-mentioned proposal for allocating the Proposition 1B funding, ARB staff relies on population figures without considering per capita population exposure to air pollution; and

WHEREAS, the District's 2007 Ozone Plan identifies substantial new emission -reductions that are needed to attain the health-based ambient air quality standards for 8-hr ozone and also for particulate matter less than 2.5 microns in diameter (PM2.5) implemented by the United States Environmental Protection Agency (EPA); and

WHEREAS, the District's 2007 Ozone Plan shows that regulatory programs alone will not provide the emission reductions needed to meet federal Clean Air Act requirements for the federal 8-hr ozone and PM2.5 standards; and

WHEREAS, heavy-duty diesel trucks used for goods movement in the San Joaquin Valley are by far the Valley's largest single source of smog-forming oxides of nitrogen; and

WHEREAS, emissions from heavy-duty trucks are under the primary regulatory jurisdiction of the state and federal governments, not the District; and

WHEREAS, the San Joaquin Valley north-south trade corridor comprised of Highway 99 and Highway 5 carries more heavy-duty truck traffic than any other goods movement corridor in the state, 45.9 percent of the total vehicle miles traveled (VMT) for the four major goods movement corridors; and

WHEREAS, the San Joaquin Valley, due to its topography and meteorology, faces a greater challenge in improving air quality than any other area of California; and

WHEREAS, a higher level of goods movement air quality mitigation funding than proposed by ARB staff would help serve the needs of the Valley's diverse low-income population by reducing exposure to air pollution from goods movement; and

WHEREAS, the District has an outstanding track record of effectively using incentive funding to achieve meaningful emissions reductions;

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

The City of Ceres urges the ARB to:


1. Use officially sanctioned heavy-duty truck emissions inventories in calculating goods movement air quality mitigation funding allocations; and
2. Consider the San Joaquin Valley's need for expedited attainment of the federal 8-hour ozone standard by 2017 in developing goods movement funding allocations; and
3. Consider the San Joaquin Valley population's exposure to air pollution, and not just the population numbers, in the formula for establishing goods movement funding allocations; and
4. Reaffirm their commitment to eliminating violations of health-based air quality standards in the San Joaquin Valley by allocating at least 37% of the total Proposition 1B goods movement air quality mitigation funding to the Central Valley.

PASSED AND ADOPTED this 28th day of January, 2008 by the following vote:

AYES: Councilmembers Durossette, Lane, Ochoa, Vierra, Mayor Cannella

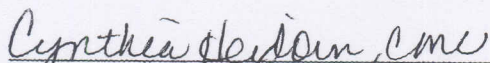
NOES: None

ABSENT: None



ANTHONY CANNELLA, Mayor

ATTEST:



CYNTHIA HEIDORN, City Clerk

SEAL IMPRESSED