

California Legislature

STATE CAPITOL
SACRAMENTO, CALIFORNIA



February 15, 2008

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

Dear Chairman Nichols:

We are writing in regard to Proposition 1B, which voters overwhelmingly passed last fall, and the \$1 billion designated for air quality improvements related to goods movement.

The Ports of Los Angeles and Long Beach recently reached agreements to reduce air pollution by replacing and retrofitting trucks in the fleet that serves the two ports, which together are the fifth largest port complex in the world. This is the most important element of the ports' landmark Clean Air Action Plan (CAAP).

It is our request that the California Air Resources Board provide a sufficient allocation from Proposition 1B's goods movement emission reduction bond funds to help the ports expedite the implementation of the CAAP Clean Truck Program. Port-related trucking represents a segment of the port industry that is least capable of achieving emission reductions without financial assistance. The ports, shipping firms, and railroads all have significant capital resources to help achieve the goals of the Goods Movement Emissions Reduction Program (GMERP).

We understand that CARB is working on guidelines for the distribution of funds in accordance with the directives in Senate Bill 88 pertaining to the GMERP. In this chapter of the bill, the legislature declared that "tremendous growth in goods movement activity has created a public health crisis in communities located adjacent to ports and along trade corridors." Nowhere in California has this growth been greater than at the ports of Los Angeles and Long Beach, where trade grew by more than 150 percent between 1995 and 2005. This rapid growth is projected to continue due to consumer demands.

ORIGINAL: Board Clerk
Copies: Executive Officer
Chair

SB 88 also directs CARB to "allocate funds in a manner that gives priority to emission reduction projects that achieve the earliest possible reduction of health risk in communities with the highest health risk from goods movement facilities." Simply put, far more people in Southern California are exposed to higher levels of emissions than anywhere else in the state. In fact, as CARB itself has shown, in the South Coast Air Quality Management District (SCAQMD), about 82% of the population is exposed to PM2.5 above National Ambient Air Quality Standards, as opposed to just 18% of the rest of California's population.

CARB's Regional Analyses in the GMERP (2006) provides other vivid examples of the severity of the problem. Of particular note, CARB estimated that 400 premature deaths could be avoided in the SCAQMD in 2020 with full implementation of GMERP strategies. In the other four major air districts *combined*, full implementation would save about 270 lives. This example reflects the disproportionate GMERP benefits in Southern California in other health-outcome categories.

In addition, all new port projects will be required to meet a ten-in-one million excess cancer threshold, which is the stringent South Coast Air Quality Management District "significance threshold" for California Environmental Quality Act (CEQA) analysis. The importance of imposing this threshold is made clear in studies that continue to show the daunting "severity and magnitude" of emission problems, another key SB 88 criterion. Moreover, new port projects will be required to implement maximum feasible controls exceeding CEQA thresholds for criteria pollutants.

We certainly appreciate the challenge of being equitable in the allocation of the GMERP funds and understand that there is no magic formula that will achieve indisputably just results. But we believe that no one can cogently dispute that the ports of Los Angeles and Long Beach deserve a substantial majority of these funds.

Sincerely,

Jake Nung

Betty Karmette

Ted W. Lien

M. Fene

Alan Lowenthal

Gilbert Anthony Cebillo

Mike Davis

Alex Padilla

Jenny Dugg

~~Frank~~

Kevin Bass

David P. Pantoja

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Felipe Fuentes

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Hector De la Sosa