

# Southern California Leadership Council

March 24, 2010

Ms. Mary Nichols, Chair  
California Air Resources Board  
1001 I Street  
Sacramento, CA 95814

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## Executive Director

Lee Harrington

Dear Ms. Nichols:

I am writing about the Proposition 1B Goods Movement Emission Reduction Program funding guidelines that are scheduled for revision at your March 25, 2010 Board meeting. As an organization representing the business community in Southern California, we would like to ensure that the region which has the largest population of Californians exposed to the most unhealthy air in the nation, does not lose its fair share of the \$1 Billion approved by voters to mitigate air quality impacts.

According to the adopted CARB Guidelines, 55% of the total amount of \$1 Billion Proposition 1B funds for air quality mitigation was allocated to the Los Angeles/Inland Empire transportation corridor. It is our understanding that CARB may consider a change to the allocation formula to reduce the funding for Southern California without due public process or any form of public discussion on March 25. Furthermore, such a change would be based solely on an estimated increase of truck fleet emissions in the Central Valley – even though the truck emissions inventory has not been finalized or released for public review. *This lack of public process and discussion is not acceptable to the business community in southern California.* Ninety percent of California's import and export activity moves through Southern California which supports largest manufacturing, wholesale trade and warehousing sectors in the country – all critical to our jobs base.

The allocations of funds for regions should be based on the severity of air pollution and the number of people impacted, or in technical terms, population weighted exposure to criteria air pollutants above federal standards for Particulate matter (PM 2.5) and Ozone. Analysis of the PM 2.5 and 8-hour ozone exposure for the South Coast air basin shows that this region bears the overwhelming majority of the population weighted incremental PM 2.5 exposure above federal annual standard on a statewide basis. For the 8-hour ozone exposure above the federal standard, the figure is similar. This argues for up to 80% of the Proposition 1B funds to be allocated to Southern California, so any allocation lower than the 55% previously allocated to the Los Angeles/ Inland Empire region would certainly not be fair to Southern California.

Furthermore, the South Coast AQMD has demonstrated that it can disperse available state funding, including the first installment of Proposition 1B funding, in

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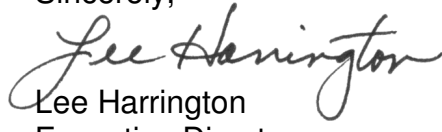
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accordance with CARB Guidelines, more efficiently and effectively than other regions of the state. This translates into lower emissions which lessen our health impacts, and increased economic activity and jobs at a time of the worst recession in recent history. Three of the four counties in the South Coast region have unemployment rates at or above the state average of 13.2%, with Riverside County in excess of 15%. In addition, we do not believe that CARB should make any decisions that affect this issue without adequate public notice and process.

In closing, the business community appreciates your attention and urges your Board to continue to maintain the current level of funding allocation to meet the air quality needs of Southern California.

Sincerely,

  
Lee Harrington  
Executive Director

cc: CARB Board Members  
Deborah Barmack  
Gary Gallegos  
Will Kempton  
Darren Kettle  
Art Leahy  
Anne Mayer  
Barry Wallerstein

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