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## Clean Air Now

### Testimony to CA Air Resources Board: SB 375 Targets

Thursday, September 23<sup>rd</sup>, 2010, 9am

CA Air Resources Board, 1001 "I" Street, 2<sup>nd</sup> Fl., Sacramento, CA

**RE: Agenda Item: 10-8-2 Public Meeting to Consider Adoption of Proposed Regional Greenhouse Gas Emission Reduction Targets for Automobiles and Light Trucks Pursuant to Senate Bill 375 - Senate Bill 375 (Steinberg, Chapter 728, Statutes of 2008) directs ARB to set emission reduction targets for use by California's Metropolitan Planning Organizations in Regional Transportation Plan development. Staff will present to the Board recommendations for regional passenger vehicle greenhouse gas emission reduction targets for 2020 and 2035.**

Good morning, my name is Woody Hastings, representing Clean Air Now, a Riverside, CA-based non-profit organization advocating public policy to improve air quality in California since 1969. I am a member of the Board of Directors of CAN. Thank you for the opportunity to comment.

Clean Air Now testified here back in June urging high targets pursuant to SB 375 and today we're here to ask you to support your staff's recommended targets. We want to emphasize the positive public health impacts of implementing strong SB 375 targets. In addition to addressing GHG emissions, when VMT are reduced, attendant nose-level pollution is reduced, helping to mitigate negative impacts on public health. CAN wants the ARB to implement the strongest regulations to protect the public's health.

Clean Air Now's focus has always been about the public's health and well-being, and that is why we fight to reduce air pollution. Strong SB 375 targets send the right signal to agencies that have the power to help reduce air containments and improve the health of their constituents.

Clean Air Now has been fighting for clean air in one of the worst non-attainment areas in the country, the South Coast Air Basin for over 40 years, and because of the work by the South Coast Air District and the ARB, we have seen a significant improvement in air quality for about 17 million residents, not including the thousands that visit the region on a daily basis. Strong SB 375 targets will continue this progress and keep us on the right track.

A recent report by the California Strategic Growth Council finds that smart growth policies can reduce VMT by nearly 3.7 million miles by 2050 – to put that in perspective, this is equivalent to taking ALL cars off California's roads for 12 years. (Source: *Vision California: Charting our Future*, 2010)

Clean Air Now was co-founded by a medical doctor, Bob Zweig, who was appalled at the rate of respiratory illness that he saw in his clinic, especially that of young people.

So we want to emphasize that strong targets will help reduce smog and the air toxics that lead to asthma and other cardio-pulmonary disorders. Better land-use planning offers an excellent opportunity to reverse the alarming trends in chronic illnesses and tackle a root cause of California's worst-in-the-nation air pollution. Air pollution related illnesses lead to thousands of hospitalizations, emergency room visits and premature deaths every year in California. A 2008 Southern California Children's Health Study report found a 30% increased risk for new asthma cases in children living in communities with higher levels of traffic-related air pollution. More compact and walkable communities have been found to help reduce air pollution and improve resident health. *(Source: Journal of the American Planning Association, 2006)*

Clean Air Now has always been supportive of a robust and healthy economy. The strongest economies in the world are those that have strong statutes and regulations that protect natural resources and public health. Good environmental regulation and a long-term healthy economy are mutually inclusive. Strong SB 375 targets send the right signal to industry and investors that will strengthen our economy through the growth in the appropriate technologies for which the world is clamoring, as countries strive to protect natural resources and reduce their ultimate costs and impact on the local and global environment.

In conclusion, CAN urges you to adopt your staff's recommendations and encourages the Air Board to continue its leadership role in SB 375 implementation by providing guidance to MPOs on implementation, ensuring public participation during Sustainable Communities Strategy development and approval, and helping secure resources and financial incentives for implementation.

Thank you.