



## GATEWAY CITIES

COUNCIL OF GOVERNMENTS

July 20, 2010

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

Dear Ms. Nichols:

### **SB 375 Target Setting**

The Gateway Cities are 27 cities in Southeast LA County. We are home to 2-million residents, who live in cities that are diverse in size, diverse demographically, and diverse economically. We are home to a full range of land uses including residential, recreational, industrial, and transportation. We are neighbor to the Port of Los Angeles and home to the Port of Long Beach, as well as many associated facilities including the Alameda Corridor, major rail yards, and several major freeways.

As allowed for sub-regions under SB 375, the Gateway Cities in January of this year elected to develop our own sustainable communities strategy. We are a densely populated region, well served by transit, and with many transit-dependent residents. We already have low vehicle-miles-traveled per capita compared to other parts of the region and state, so reducing our greenhouse gas emissions from the transportation system may be a challenge.

We want to work with the Air Resources Board as the regional targets are developed. We continue to work closely and constructively with SCAG and with LA County MTA to develop the strategy for the regional SCS, of which the Gateway Cities SCS will be a part.

The Gateway Cities have already taken a number of measures to reduce GHG emissions from a variety of sources. As I mentioned, we have well developed transit networks in our sub-region, including extensive bus systems, light rail lines, and more transit lines under development. The Gateway Cities include many areas with dense, transit-oriented development, and more development of this type is being explored in many cities.

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During the past decade, the Gateway Cities COG ran a successful retrofit program for heavy-duty diesel trucks. This early program reduced emissions, including greenhouse gases, from over 650 trucks using port, state and federal funds. It would be helpful for the state and federal government to continue and step up their efforts to control emissions from sources under their jurisdiction.

Regarding target setting for SB 375, there is still great uncertainty as we approach this process for the first time. Neither SCAG nor the Gateway Cities have ever produced or even seen a Sustainable Communities Strategy. We hope the Air Resources Board will recognize this and continue to allow flexibility to regions in responding to this new law. On a related note, we hope the Air Resources Board will consider retaining the regional target as a range rather than a single number.

Although undertaken voluntarily, the SCS effort comes at a time when local governments have extremely limited funds. Please find ways to offer resources to local governments to support the process of sustainable community planning. Also, please support the restoration of funding for transit and redevelopment, as these funds are essential to the successful implementation of SB 375 and to achieving real reductions in GHG emissions.

On behalf of the Gateway Cities, we appreciate your consideration.

Sincerely,



Gil Hurtado  
President, Board of Directors  
Gateway Cities Council of Governments and  
Councilmember City of South Gate