



Terry O'Day
Councilmember

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California 90407-2200

June 23, 2010

California Air Resources Board
1001 I Street
Sacramento, CA 95814

Re: Support for implementation of SB 375

Dear Chairwoman Mary Nichols, Board Members, and ARB Staff:

As a councilmember in the City of Santa Monica, I urge you to continue moving forward with implementation of SB 375 by setting ambitious greenhouse gas reduction targets. California has always been a leader and the world is watching and waiting to learn from our experiences reducing emissions through AB 32 and SB 375.

SB 375 presents a great opportunity and framework for making California and especially Southern California cities more prosperous and livable. With ARB's leadership, SB 375 could improve quality of life, reduce our adverse environmental footprint, and set California on the path to economic prosperity.

Bold, science-based SB 375 pollution reduction targets will:

1. **Create jobs.** A Congressional Committee found that recent federal stimulus spending on transit resulted in almost three times as many jobs for Californians at half the price of building roads and highways.¹ The 30-10 Plan for Los Angeles County, which would accelerate the next 30 years of transit improvements into 10 years, is a homegrown stimulus effort to create jobs now.
2. **Keep money in families' wallets.** After housing, transportation is most people's largest expense. In neighborhoods without transportation options, families spend on average \$14,000 annually, while families near public transportation spend only \$8,600.²
3. **Reduce time and gas wasted in traffic.** Southern California residents waste an average of 70 hours each and collectively \$10 billion of fuel a year on traffic congestion. Investing in reliable public transportation, building homes closer to jobs, and making it easier and safer to travel by foot and bike would give more people alternatives to sitting in traffic.
4. **Create more housing choices that fit family budgets.** High housing costs not only hurt workers and families, but the region's economic competitiveness and attractiveness to major employers. Compact land use provides more opportunities to develop affordable housing for low- and moderate-income families—the best candidates for switching to public transit.

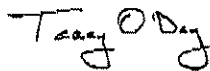
¹ Figures calculated from data provided by the states through October 31st, 2009 and released by the U.S. House of Representatives Transportation and Infrastructure Committee on December 10th 2009 <http://transportation.house.gov/News/PRArticle.aspx?NewsID=1079>

² Windfall for All. 2009. TransForm. <http://transformca.org/windfall-for-all>.

5. **Keep money in the local economy.** Building affordable homes in sagging commercial areas near transit rather than in distant locations will make it more convenient for people to go to local restaurants and stores, thus leading to increased local business sales and local revenues.
6. **Make Southern California more competitive for state and federal funds.** The state and federal governments are beginning to align their funding for transportation, housing, environmental and planning projects to communities that embrace the sustainable strategies laid out in SB 375.³
7. **Reduce costs to local governments, leaving more money for police, fire, and other services.** SB 375 will help cities save money by using energy, water, and infrastructure more efficiently. Applying efficient smart growth principles can reduce infrastructure costs by 25 percent.⁴
8. **Clean up the air and reduce childhood asthma.** The Los Angeles area continues to be the region's smoggiest. Air pollution related illnesses are leading to thousands of hospitalizations, emergency room visits and premature deaths every year in California. Building better planned, more compact communities will help reduce air pollution and related health and medical costs.
9. **Increase safer routes to school, work, and shopping.** Twelve percent of all trips in the region are made by people walking and bicycling⁵, yet pedestrian and bicycling improvements receive less than half a percent of regional transportation funds. Forty of all trips made are less than two miles – this represents excellent opportunities for people to shift from driving to walking or biking.
10. **Encourage active living.** Neighborhoods designed around transit, walking, and biking allow people to incorporate physical activity into their daily routines. Diseases such as cancer, asthma, lung and heart disease, obesity and diabetes are all affected by community design. Individuals who live in walkable neighborhoods have a 35 percent lower risk of obesity.⁶

The state, now more than ever, needs ARB's strong leadership. Because of SB 375, metropolitan planning organizations are for the first working together to discuss the best way to incentivize sustainable land use patterns and transportation investments. Keep this momentum going and adopt strong greenhouse gas reduction targets.

Sincerely,



Terry O'Day
Councilmember, City of Santa Monica

³ California Strategic Growth Council & the federal Partnership for Sustainable Communities between HUD, EPA and Dept. of Transportation.

⁴ Cost-Effective GHG Reductions through Smart Growth & Improved Transportation Choices. Center for Clean Air Policy.

⁵ Southern California Association of Government 2001 Regional household travel survey.

⁶ American Lung Association