

# Todd R. Campbell's Testimony before the California Air Resources Board on the behalf of Clean Energy

June 22, 2007

Item No. 07-7-7: *Public Meeting to Consider Approval of Proposed State Strategy for the California State Implementation Plan (SIP) for the Federal 8-Hour Ozone and PM2.5 Standards*

Good morning Chairman Sawyer and Members of the Board,

My name is Todd Campbell and I stand before you today representing Clean Energy, a company that is dedicated to providing California with a clean, low carbon, alternative to petroleum-based fuels. We are very proud that over two-hundred of our fleet customers, based on a well to wheels analysis performed jointly by the California Energy Commission and the Air Resources Board, already reduce greenhouse gases by as much as 23 percent for heavy-duty vehicles and 30 percent for passenger cars. Clean Energy is also working very hard with federal and state legislators and regulators, including the Air Board, to further innovate natural gas vehicles so that they one day can take advantage of plug-in hybrid platforms and biogas: vehicles that could have the potential to reduce greenhouse gases by as much as 200%.

Natural gas vehicles also provide strong air quality co-benefits. Not only is the Honda Civic GX rated "the greenest car on earth" by ACEEE with an Advanced Partial Zero Emission Vehicle rating, our heavy-duty engines will be certified to meet the 2010 standards this model year. Mobile source strategies that incorporate natural gas vehicles are welcoming news for California communities that are heavily impacted by ports, airports, the state's goods movement system, and the waste industry or community members who use transit or school bus services.

Cost-effective technologies are available for California to implement the critical mobile source measures needed to achieve vital health standards throughout the state. The question is: does this Agency have the political will to achieve the important health goals California set out to achieve when it adopted its own Clean Air Act? As Ms. Witherspoon told this Board yesterday, "the two largest levers CARB has are cars and fuels." With the knowledge that mobile sources are 90 percent responsible for the State's air toxics problem, why is this Agency reluctant to further enhance its proposed state mobile source control strategies to further ensure that federal deadlines for attainment of clean air standards are met? Clean Energy is very concerned that staff has recommended that the Board consider approval of the Agency's mobile source strategy for California but delay the adoption of the South Coast's Air Quality Management Plan until October 2007. You are being asked to essentially decide the fate of millions of Southern Californians without focusing on the urgency of local air quality needs. If this Board

decides to adopt staff's recommendation as proposed, it will delay addressing the existing health crisis that is very apparent here in the South Coast<sup>1</sup> and it will place significant burdens on Southern California's industrial and commercial businesses.

Having traveled with our Governor to Canada and watching him in action, I know he understands the air pollution challenges that our great state faces. I also know that he relies upon you, the California Air Resources Board, to make the right decisions – decisions that will carry on our state's "thirty-five year tradition of leadership in minimizing the amount of automobile pollution and striving for cleaner air for our citizens". This was a statement that he so eloquently wrote to our President in April concerning Global Warming. However, if Agency staff fails to make the tough choices, and you as our Board decide to accept them, what kind of message does that send to the nation? What kind of message does that send to national decision makers on Global Warming? Does it tell the world that California talks tough, but is afraid to do the right thing when the time comes?

Honorable members of the board, we count on your leadership to continue this clean air tradition, to adopt the most effective measures possible now in order to reduce air pollution from mobile sources. It is your responsibility to approve measures that will bring all areas of California into attainment of the health based clean air standards by the federally mandated deadline. Please reject the staff recommendation and provide the needed direction to strengthen their State Strategy and commit to additional emission reductions from mobile sources, as needed for meeting the federal clean air standards with an adequate margin of safety.

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<sup>1</sup> CARB's own studies estimate that fine particulate pollution in the South Coast Air Basin is responsible annually for 5,400 premature deaths, 2,400 hospitalizations, and 980,000 lost work days. Residents in this region bear 82 percent of the statewide burden and 52 percent of the national burden of unhealthful levels of particulate pollution on a population-weighted exposure basis. This is simply unacceptable.