

10-3-3

# California State Senate

SENATOR  
**ALAN LOWENTHAL**  
TWENTY-SEVENTH SENATE DISTRICT



TRANSPORTATION AND HOUSING CHAIR  
SUBCOMMITTEE ON CALIFORNIA PORTS AND GOODS MOVEMENT CHAIR  
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March 23, 2010

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

Dear Ms. Nichols:

We are 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 elected representatives of the people of 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. *Any change that would reduce the allocation of funding for the LA/Inland Empire corridor would be completely unacceptable.* 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 us.*

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 PM2.5 and 8-hour ozone exposure for the South Coast air basin shows that this region bears the overwhelming majority of the population weighted incremental PM2.5 exposure above federal annual standard on a statewide basis. For the 8-hour ozone exposure above the federal standard, the figure is similar. Even though this argues for up to 80% of the Proposition 1B funds to be allocated to Southern California, we had accepted your previous decision of a

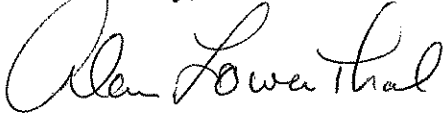


lower funding level. Any allocation lower than the 55% allocated to the Los Angeles/ Inland Empire region would not be fair to the people we represent.

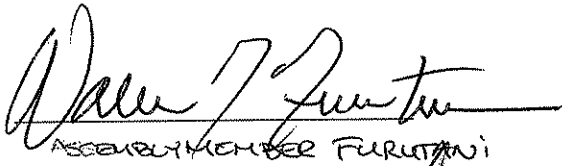
The South Coast AQMD has demonstrated that it can disperse available state funding, including the first installment of Proposition 1B funding, in accordance with CARB Guidelines, more efficiently and effectively than other regions of the state. This translates into lower emissions which lessen our health impacts, and increased economic activity at a time of the worst recession in recent history. In addition, we do not believe that CARB should make any decisions that affect this issue without adequate public notice and process.

We appreciate your attention and urge your Board to continue to maintain the current level of funding allocation to meet the air quality needs of Southern California. Furthermore, we encourage the Board to reject any other changes that would reduce the LA/Inland Empire corridor allocation should they come before the Board in the future.

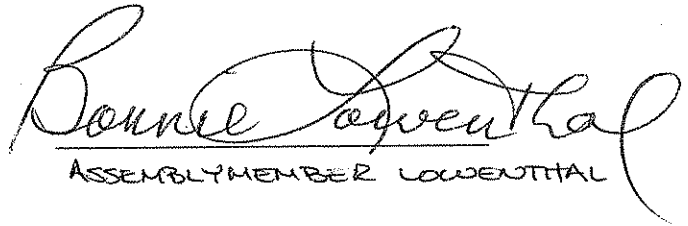
Sincerely,



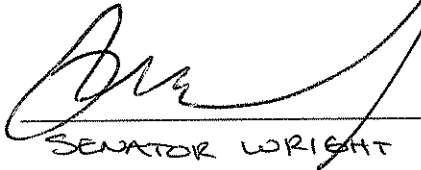
Alan S. Lowenthal  
Senator, 27<sup>th</sup> District



ASSEMBLY MEMBER FURTADO



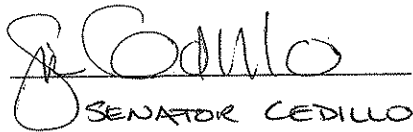
ASSEMBLY MEMBER LOWENTHAL



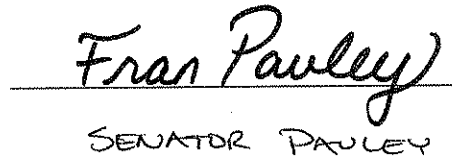
SENATOR WRIGHT



SENATOR OROPEZA



SENATOR CEDILLO



SENATOR PAULEY

Attachment  
cc: CARB Board Members