



April 27, 2021

Chair William Burke and Governing Board Members  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, California 91765-4178

SOUTH COAST AQMD  
CLERK OF THE BOARDS  
21 APR 29 P 2:50

Re: **OPPOSITION TO PROPOSED RULE 2305 (WAREHOUSE  
INDIRECT SOURCE RULE)**

Dear Mr. Burke and Governing Board Members,

Progressive Converting, Inc. ("Pro-Con") is the largest independent contract paper converting company in the country with operations in six states. One of our facilities is located at 280 West Bonita Avenue in Pomona, California.

Currently, there are changes pending concerning air quality regulation that are due to be voted on by you in early May. As a business that relies on affordable warehouse space, we are deeply concerned about the potential impact Rule 2305 will have on our operating expenses. If Rule 2305 is adopted, it will result in increased property taxes and, consequently, higher overhead expense to Pro-Con as the tenant. This will create additional economic hardship in an already difficult economic climate. This may be the straw that breaks the back of our ability to continue to do business in California.

We are very concerned about the potential negative impact on the warehousing/logistics sector by the South Coast Air Quality Management District. We are reaching out today to encourage you to reconsider the implementation of Rule 2305. While we are also concerned with air quality in Southern California and understand that the Rule is well-intended, it will certainly hurt our business and, in turn, our employees.

As such, we respectfully request that you oppose Rule 2305, as the potential damages to our business and businesses like ours across Southern California could be economically devastating, particularly when considering the financial hardships many business owners are already experiencing due to COVID-19-related closures, delays and ordinances.

Thank you in advance for your time and consideration.

Sincerely,

Daniel Curtin  
President and CEO

## Faye Thomas

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**From:** Clerk of Board  
**Sent:** Friday, April 30, 2021 7:24 AM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We support the Warehouse Indirect Source Rule

**From:** BEN DIJO [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Thursday, April 29, 2021 6:33 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We support the Warehouse Indirect Source Rule

Re: Rule 2305: We support the Warehouse Indirect Source Rule

Dear Members of the AQMD Board:,

I am writing to you to express my support for the adoption of Rule 2305 (Indirect Source Rule).

save lives over profits! stop spreading lies to the people dam polluters!!

Sincerely,  
BEN DIJO  
cleanairwarriors@gmail.com  
1111 road to clean air l.a, CA 90210 Constituent

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## Clerk of Board

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**From:** Brissa Sotelo <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 1:39 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

21 APR 29 P3:57

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward ability. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.
6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Brissa Sotelo  
brissa.sotelo@valero.com  
2402 E. Anaheim Street Wilmington, CA 90744 Constituent

## Faye Thomas

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**From:** Clerk of Board  
**Sent:** Friday, April 30, 2021 7:23 AM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**From:** Corporate Green [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Thursday, April 29, 2021 6:13 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board:,

We are corporations willing to sacrifice the lungs of the youth. Please join the sacrifice.

Sincerely,  
Corporate Green  
evil@gmail.com  
666 hell st. Long Beach, CA 90813 Constituent

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Monday, May 3, 2021

**To Governing Board of the South Coast Air Quality Management District:**

Dr. William A. Burke, Chairman

Ben Benoit, Vice-Chairman

Lisa Bartlett, Member

Joe Buscaino, Member

Michael A. Cacciotti, Member

Vanessa Delgado, Member

Sheila Kuehl, Member

Larry McCallon, Member

Gideon Kracov, Member

V. Manuel Perez, Member

Rex Richardson, Member

Janice Rutherford, Member

**The Sierra Club submits the following 5,644 digital signatures on the behalf of our members and supporters, urging the South Coast Air Quality Management District Governing Board to uphold its commitment to protect our air quality and health by adopting a strong Indirect Source Rule that will reign in emissions and pollution from cargo equipment including trucks and heavy-duty vehicles, distribution centers, ports, airports and rail yards.**

**Petition language**

Southern Californians breathe some of the dirtiest air in the nation. More than 12 million of us regularly breathe polluted, unhealthy air, causing 5,000 deaths every year -- more than from traffic accidents and crime combined.

Most of our air pollution is caused by increased trucking and goods movement across the region and the polluting diesel and gas trucks that come with it. It doesn't have to be this way.

We urge the South Coast Air Quality Management District Governing Board to uphold its commitment to protect our air quality and health by adopting a strong Indirect Source Rule that will reign in emissions and pollution from cargo equipment including trucks and heavy-duty vehicles, distribution centers, ports, airports and rail yards.



It's time to prioritize the investment in clean technologies like zero-emission vehicles and battery electric trucks. Our health and our children's future should not be at risk simply by breathing.

**Petition signers**

**1. Eliza Rosado**

Los Angeles, CA 90001

**2. Xochitl Ocampo**

Los Angeles, CA 90001

**3. Laura Frias**

Los Angeles, CA 90002

**4. Dennis Landi**

Los Angeles, CA 90003

**5. April C**

Los Angeles, CA 90003

**6. Ruth Sugerman**

Los Angeles, CA 90004

I breathe.

**7. Andrew Reich**

Los Angeles, CA 90004

I came to two SCAQMD meetings two years ago to urge the Board to adopt an Indirect Source Rule. I know some members feel this oversteps the Board authority, but I feel it is necessary to address the scope of the problem.

**8. Kimberly Orbe**

Los Angeles, CA 90004

I grew up experiencing the negative effects of poor air quality and it is devastating to learn more about the harmful affects pollution in our city and even in our own street is slowly killing us, our parents and our children. We have the opportunity to do good by each other and future generations, lets invest in zero emission vehicles, electrification and our future!

**9. Aliza Murrieta**



Los Angeles, CA 90004

I suffer from asthma, so I especially feel the effects of these important choices on our environment and quality of life! Thank you.

**10. Samantha Salmon**

Los Angeles, CA 90004

Studies suggest that exposure to air pollution can raise the risk of becoming extremely overweight. We already have a diabetes problem in our communities that impact our ability to thrive at home and at work but also hurt us financially. They hurt the families dealing with the health complications due to diabetes and being overweight and it hurts all the taxpayers that have the financial burden of paying for the disability and other insurance claims for those folks. A healthy community needs clean air.

**11. R Morningstar**

Los Angeles, CA 90004

**12. Sandra Fernandez**

Los Angeles, CA 90004

**13. Ken Windrum**

Los Angeles, CA 90004

**14. Carol Henning**

Los Angeles, CA 90004

**15. Laura Dutton**

Los Angeles, CA 90004

**16. Nancy Barcellona**

Los Angeles, CA 90004

**17. Terry Keller**

Los Angeles, CA 90004

**18. Deimile Mockus**

Los Angeles, CA 90004

**19. Christina Kirk**

Los Angeles, CA 90004



**20. Terry Krller**

L A, CA 90004

**21. Jenny Townsend**

Los Angeles, CA 90004

**22. Robert Markovic**

Los Angeles, CA 90004

**23. Margaret Yen**

Los Angeles, CA 90004

**24. Linda Sanoff**

Los Angeles, CA 90004

**25. Vanessa Lopez**

Los Angeles, CA 90004

**26. Jennifer Herrera**

Los Angeles, CA 90005

Hello please do more to improve our air quality and protect our health by adopting a strong Indirect Source Rule that puts investments in zero emission vehicles and electrification at the forefront.

Please prioritize the investment in clean technologies like zero emission vehicles and battery electric trucks.

Thank you in advance for your time and attention to this matter.

**27. Gayook Wong**

Los Angeles, CA 90005

I am a cancer patient, which if you don't already know, reduces the amount of oxygen intake. With more pollution from vehicle emissions, that will further deplete my immune system, making my allergies, shortness of breath, etc. even more severe.

**28. Bruce Ingalls**

Los Angeles, CA 90005

I have lived most of my life in Los Angeles and it is amazing how much cleaner the air is now compared to the seventies. I urge the South Coast Air Quality Management District Governing Board to uphold its commitment to protect our air quality and health by adopting a strong





Indirect Source Rule that will reign in emissions and pollution from cargo equipment including trucks and heavy-duty vehicles, distribution centers, ports, airports and rail yards. Please let's keep moving in the right direction. thank you

**29. Janvie Cason**

Los Angeles, CA 90005

I remember when California was truly the Golden State. We had raised the bar on environment, protecting ourselves consciously from air pollution but setting up accountability for all concern...each out do their part...AND we have rogatory investigations and commissions to uphold the standards to succeed in protecting all living things. We can do this again.

**30. Jeremy Benjamin**

Los Angeles, CA 90005

**31. Deborah Lee**

Los Angeles, CA 90005

**32. Dominick Falzone**

Los Angeles, CA 90005

**33. Jackson Xia**

North Hills, CA 90005

**34. Amanda Gonzales**

Los Angeles, CA 90005

**35. Patrick Hancock**

Los Angeles, CA 90005

**36. Ilia Rusakov**

Los Angeles, CA 90006

Clean air!

**37. Ian Davis**

Los Angeles, CA 90006

Hello my girlfriend has asthma she is constantly getting sick from the air Quality please we need cleaner air

**38. John Trotter**



# SIERRA CLUB

Los Angeles, CA 90006

It's not just that I'm sick OF breathing dirty air, I'm sick FROM breathing dirty air !

**39. Merris Weber**

Los Angeles, CA 90006

**40. Thomas Tedesco**

Los Angeles, CA 90006

**41. Daniel Brown**

Los Angeles, CA 90006

**42. Natalie Epstein**

Los Angeles, CA 90006

**43. Hugh Moore**

Los Angeles, CA 90006

**44. Amanda Bravo**

Los Angeles, CA 90006

**45. Joseph Waxman**

Los Angeles, CA 90006

**46. Shirley Alvarez**

Los Angeles, CA 90006

**47. Isabelle Du Soleil**

Los Angeles, CA 90006

**48. Jamie Campbell**

Norwalk, CA 90007

**49. Ethan Cvitanic**

Los Angeles, CA 90007

**50. Ana Hernandez**

Los Angeles, CA 90007



**51. Alec Vandenberg**

Los Angeles, CA 90007

**52. Jennifer Charnofsky**

Los Angeles, CA 90007

**53. Peter Leighton**

Los Angeles, CA 90007

**54. Vicente Perez Martinez**

Los Angeles, CA 90008

My girl is the loveliest, smartest 3 year old that one could imagine. I would give anything for her. And one thing keeps me up every night. I dread that one day she might look back and realize that our generation just kicked the can down the road, and because of our negligence she does not have nearly the same opportunities that we had.

Please, let's stop the cycle of delusion and face our problems head on. Many kids alive today will be around to witness the dawn of the 22nd century. Let's keep that perspective in our minds and walk towards the future that they deserve instead of settling for an unsustainable present.

**55. Cheryl R Leigh**

Los Angeles, CA 90008

**56. Randolph Smith**

Los Angeles, CA 90008

**57. Eugene Majerowicz**

View Park, CA 90008

**58. Aretta Covington**

Los Angeles, CA 90008

**59. Yahaira Cardoza**

Los Angeles, CA 90008

**60. Sandra Mitchell**

Los Angeles, CA 90008

**61. Admjane Macfarlane**



Los Angeles, CA 90010  
Everyone's health is at stake

**62. Jane MacFarlane**

Los Angeles, CA 90010

Let's move into the future and eliminate natural gas usage. Clean Air for All!

**63. Alison Miller**

Los Angeles, CA 90010

**64. Pat Warner**

Los Angeles, CA 90010

**65. Krista Figacz**

Los Angeles, CA 90010

**66. Jane Macfarlane**

Los Angeles, CA 90010

**67. jeff Warner**

Los Angeles, CA 90010

**68. Andrea Robinson**

Los Angeles, CA 90010

**69. Jose Ledezma**

Los Angeles, CA 90011

Air is the one of the most important for our survival and it should be a our priority. Everyone deserves the right to breath clean air and anything that endangers air quality polluting our cities should be banned and removed permanently.

**70. Joost Goedkoop**

Los Angeles, CA 90011

Please switch to electric vehicules. There's no excuse for car & truck pollution now.

**71. Diana Rozendaal**

Los Angeles, CA 90011

TEST



# SIERRA CLUB

**72. Ramon Saldana**

Los Angeles, CA 90011

**73. Gerardo Vega**

Los Angeles, CA 90011

**74. Danai Zaire**

Los Angeles, CA 90012

More and more of my friends kids have asthma. I constantly thinking I should move out of state if I want to have kids. Please, change that now for the future of the next generations!

**75. Dennis Trembly**

Los Angeles, CA 90012

Not having healthy air to breathe is not an option.

**76. Diane Tran**

Los Angeles, CA 90012

Please sign on an aggressive plan to minimize carbon emissions. We need to create a more dense neighborhood with amenities that will bring integrity to the existing community. Instead of only once a month for ciclavia, maybe we should consider closing broadway on the weekend for only cyclist and pedestrians.

**77. Susanna Battin**

Los Angeles, CA 90012

**78. Kay Gallin**

Los Angeles, CA 90012

**79. Adam Bernstein**

Los Angeles, CA 90012

**80. William Elsman**

Los Angeles, CA 90012

**81. Dafne Gokcen**

Los Angeles, CA 90012

**82. Ralph Lopez**

Los Angeles, CA 90012



**83. Roberta Quiroz**

Los Angeles, CA 90012

**84. James Scott**

LOS Angeles, CA 90012

**85. Erica Smith**

Los Angeles, CA 90012

**86. Nelson Abreu**

Los Angeles, CA 90012

**87. Yvonne Michelle**

Los Angeles, CA 90013

CLEAN AIR! CLEAN WATER! These are THE MOST HIGH GIFTS to us! Please CARE FOR & CARE GIVE! PROTECT & PRESERVE GOD MOST BEAUTIFULBEAUTIFUL CREATION & GIFT TO US! Now at the VERY BRINK OF EXTINCTION! WILL YOU FINALLY LISTEN & HEAR! 50 years ago; I remember; GIVE A HOOT! DON'T POLLUTE! I remember! In the EARLY 70's The commercial with the NATIVE AMERICAN MAN crying with mountains of POLLUTION in the beach behind him! That was 50 years ago! DO YOU FINALLY GET IT? Again! NOW AT THE VERY BRINK OF GLOBAL WARMING ANNIHILATION, EXTINCTION! STOP POLLUTING! GO ALL NATURAL! SOLAR ENERGY! HYDROPONIC ENERGY! STOP CUTTING DOWN THE TREES! HURT NOT THE ANIMALS! HARM NO BEING! HURT NO THING! YOU WILL LEARN YOUR LESSON TOO LATE! ANIMALS ARE OUR FRIENDS NOT OUR FOES! ANIMALS ARE OUR FRIENDS NOT OUR FOOD! GOD IS! LIVE! LET LIVE! ALAS! I KNOW THE PROPHECY! YOU WILL DESTROY YOURSELVES BEFORE YOU STOP FUNDING THE ANNIHILATION POLLUTION CONTAMINATION AND DESTRUCTION OF THIS PLANET EARTH! HEAVEN; AFTER CLEANSE!

**88. Krister Olsson**

Los Angeles, CA 90013

**89. Brian Landis**

Los Angeles, CA 90013

**90. Jennifer Lin**

Los Angeles, CA 90013

**91. Amanda Levin**



Los Angeles, CA 90013

**92. Daniel Kelso**

Los Angeles, CA 90014

People are choking and getting asthma. I can feel the smog in my lungs when I bike to work. This needs to change.

**93. Scott Kalota**

Los Angeles, CA 90014

Please help clean our communities and reduce our dependence on fossil fuels!

**94. John Nilsson**

Los Angeles, CA 90015

**95. Jennifer Arnold**

Los Angeles, CA 90015

**96. Roberto Morales**

Los Angeles, CA 90015

**97. Michael Schodorf**

Los Angeles, CA 90016

California should be the change we are striving for but continue to fall short of globally. Make the difficult choice to position California as the beacon for zero emission culture and policy, putting us in the leadership role where we belong while providing a safe, healthy future for our children and grand children.

**98. Claire Knowlton**

Los Angeles, CA 90016

I can't exercise or spend the time I want to outside because the air makes me cough and hurts my lungs.

**99. Susan Sullivan**

Los Angeles, CA 90016

The air we breathe is the very essence of life. For all of us, current and future generations, we need clean air for ourselves and every other living thing. If we don't start now, when will we start? When it is too late. Investments in zero emission vehicles and electriciation are important NOW.



# SIERRA CLUB

**100. DANIJEL MIKULJA**

Los Angeles, CA 90016

**101. Tommy Bacorn**

Los Angeles, CA 90016

**102. Tamara Matz**

Los Angeles, CA 90016

**103. John D Swain**

Los Angeles, CA 90016

**104. Nnamdi Uyalor**

Los Angeles, CA 90016

**105. Jason Deleon**

Los angeles, CA 90016

**106. Flavio Bohorquez**

Los Angeles, CA 90016

**107. Michelle Meighan**

Los Angeles, CA 90016

**108. Carl Dejan**

Los Angeles, CA 90016

**109. Joey Wu**

Los Angeles, CA 90017

No one will be spared by pollution as it harms everyone. Our children, all of our children will be affected!

**110. Maggie Nebout**

Los Angeles, CA 90017

We need to attack air pollution ASAP as the world is quickly dying. This is where we live and there is no alternative

**111. Kathleen Hetrick**

Los Angeles, CA 90017





Zero emissions vehicles and electrification are essential to our health and the health of the planet, both now and for our future generations. If we do not move away from natural gas and oil, we will not achieve our goals of equity and prosperity. This needs to be a top priority, and environmental justice organizations should lead the way in making this happen for all our communities.

**112. Michael Marciano**

Los Angeles, CA 90017

**113. Dalia Salgado**

Los Angeles, CA 90017

**114. David King**

Los Angeles, CA 90017

**115. Kathryn Kolouch**

Los Angeles, CA 90017

**116. Kalissa Morgan**

Los Angeles, CA 90018

I am a school nurse and I see the impact of asthma on children every day. Every effort we make to keep the air clean makes a difference.

**117. Amanda Goad**

Los Angeles, CA 90018

I have asthma and a history of chronic bronchitis. We are not going to do better on energy sustainability until we actually make changes that impact business as we know it.

**118. David Kelly**

Los Angeles, CA 90018

I work with children and see everyday how poor air quality impacts their lives. This is an environmental issue as well as economic one that impact human development.

**119. Margaret Moser**

Los Angeles, CA 90018

I'm a professor at USC. My department chair and mentor, a lifelong Angeleno, was diagnosed with breast cancer five years ago and is still fighting it. The link between air pollution and breast cancer is well established. Let's set some sensible limits on indirect sources to save lives like hers.



**120. Richard Parks**

LOS ANGELES, CA 90018

This clean air policy is overdue and desperately needed now. The SCAQMD board should guarantee clean, healthy air for our communities, and not allow wealthy corporations to subsidize their operations on the backs of our children's health.

**121. Nancy Davis**

Los Angeles, CA 90018

We all need to live in an environment with clean air. This is your job to help make that happen.

**122. Charlie Ball**

Los Angeles, CA 90018

**123. Paul Rodriguez**

Los Angeles, CA 90018

**124. Nastassia Lindes**

Los Angeles, CA 90018

**125. Pilar Wiley**

Los Angeles, CA 90018

**126. Rina Rubenstein**

Los Angeles, CA 90018

**127. Orinio Opinaldo**

Los Angeles, CA 90018

**128. William Dale**

Los Angeles, CA 90018

**129. Jennifer Kouba Commans**

Los Angeles, CA 90018

**130. Misha Askren**

Los Angeles, CA 90019

Air in Los Angeles remains very polluted by most standards, at least half of the time. This is even without any wildfires for months. When I see the number of trucks, as well as the number



of gas appliances used by gardeners, and generators used by contractors or filming crews, it is no wonder. These sources need to be electrified or eliminated to give us clean air and prevent the disability and death that comes from it.

**131. Polly Chu**

Los Angeles, CA 90019

I grew up in Los Angeles in the 60's and 70's and my dad worked for SCAQMD for many years. I know that the air quality improved tremendously during that time, contributing greatly to improving the health and quality of life of millions of Southern California residents. We have amazing opportunities to build on those successes by investing in clean, safe, renewable energy with the nice added benefit of reducing noise pollution as well since zero emission vehicles tend to be quieter than vehicles powered by combustion engines.

Thank you for your important work in safeguarding the health of Southern Californians and helping us increase our maximum contribution to reducing climate change.

**132. Marsha Steinberg**

Los Angeles, CA 90019

Only one earth. Climate change has arrived. Think about our grand kids.

**133. Shawn Tolleson**

Los Angeles, CA 90019

Our children deserve clean air. Period.

**134. Colin Honigman**

Los Angeles, CA 90019

The air quality in Los Angeles has decreased at an incredible and alarming rate. We need to do more to undo the damage that has been done and make a healthier place to live for all of us.

**135. Kimberly Turcios**

Los Angeles, CA 90019

This issue matters to me because my loved ones suffer from asthma and the unhealthy air quality in SoCal makes their symptoms worse. We are only a few of all individuals in SoCal who suffer from a chronic illness exacerbated by air quality. Let's make a change for the well-being of all.

**136. Henry Morgen**

Los Angeles, CA 90019

**137. Dana Slawson**



# SIERRA CLUB

Los Angeles, CA 90019

**138. Emma Ward**

Los Angeles, CA 90019

**139. Tony Poland**

Los Angeles, CA 90019

**140. Kimberlee Tellez**

Los Angeles, CA 90019

**141. David Kurz**

Los Angeles, CA 90019

**142. Rod Moore**

Los Angeles, CA 90019

**143. Donald North**

Los Angeles, CA 90019

**144. Thomas Crawford**

Los Angeles, CA 90019

**145. Kareen Boursier**

Los Angeles, CA 90019

**146. Lisa Bloomfield**

Los Angeles, CA 90019

**147. Dena Schwimmer**

Dena, CA 90019

**148. Matilda Avalos**

Los Angeles, CA 90019

**149. Alan P Socol**

Los Angeles, CA 90019

**150. olivia keth**



# SIERRA CLUB

Los Angeles, CA 90019

**151. Curt Klebaum**

Los Angeles, CA 90019

**152. Laura Elmaker**

Los Angeles, CA 90019

**153. Sandra Gardner**

Los Angeles, CA 90019

**154. Brittany Smith**

Los Angeles, CA 90019

**155. Marissa Vega**

La, CA 90019

**156. Jennifer Ascencio**

Los Angeles, CA 90019

**157. Jackie Marroquin**

Los Angeles, CA 90019

**158. Stephanie Stern Lazarus**

Los Angeles, CA 90019

**159. Charming Evelyn**

Los Angeles, CA 90020

As an asthmatic, this cause is very dear to me.

**160. Philip Culp**

Los Angeles, CA 90020

the children!

**161. Schuyler Kent**

Los Angeles, CA 90020

**162. Jennifer Kim**

Los Angeles, CA 90020



# SIERRA CLUB

**163. Inge Wagner**

Los Angeles, CA 90020

**164. Ann Chamberlin**

Los Angeles, CA 90020

**165. Bonnie Stillwater**

Los Angeles, CA 90020

**166. Laura Divenere**

Los Angeles, CA 90020

**167. R Wells**

Los Angeles, CA 90020

**168. Michael Magnes**

Los Angeles, CA 90020

**169. Peggy Gary**

Los Angeles, CA 90020

**170. Victoria Contreras**

Los Angeles, CA 90020

**171. Alyssa Seibert**

Los Angeles, CA 90020

**172. Denise Marquardt**

Los Angeles, CA 90021

We only have one chance to get "earth" right. Also, Trump continues to do immoral and or illegal actions. He's gotten president and dictator mixed up. Even stole the election, then went after 5he people charged with keeping America a country of laws. This is a chance to walk the walk, not feed us more and more horse shit!

**173. Michelle Victoria**

Los Angeles, CA 90021

What could be more important than the air we breath and the water we drink. We must protect them both and there is no good reason not to.



**174. dave martin**

Los Angeles, CA 90021

**175. E S Wixson**

Los Angeles, CA 90021

**176. Pete Majors**

Los Angeles, CA 90021

**177. Frank Ortiz**

Los Angeles, CA 90022

**178. Lucille Romero**

Los Angeles, CA 90022

**179. Angie Flores**

Los Angeles, CA 90022

**180. Steven Standard**

Los Angeles, CA 90023

Everyone should have healthy air to breathe.

**181. jose arteGa**

losangeles, CA 90023

**182. Brenda Barrera**

Los Angeles, CA 90023

**183. Wendy Lohman**

Los Angeles, CA 90024

I grew up in Southern California during the 1070s and '80s, when the air pollution was so bad that--more often than not--we couldn't see the mountains that surrounded our home in the San Bernardino valley. I felt ill from headaches and nausea much of the time, and I had recurring respiratory allergies and infections. I don't want any future generations to have to deal with conditions like this.

**184. ANNE SOTELO**

Los Angeles, CA 90024



Im a senior, have asthma and a heart condition, people like me and children and seniors especially need good air.

**185. Wesley Chuang**

Los Angeles, CA 90024

My friends and family breathe the polluted air everyday. I personally contribute the least in terms of transportation, consumption and increasing demand for long distance goods and services because I believe in the circular economy model where local goods and services should play a bigger role. Globalization and trade can still happen but we have to be smart with the fuel we use

**186. Anne Woodworth**

Los Angeles, CA 90024

Not only is this good for our health and our children?s health but it also makes great economic sense. A win win!

**187. Michael Sawaya**

Los Angeles, CA 90024

The smell of diesel exhaust makes it difficult to enjoy my runs to Santa Monica.

**188. Annadane Spencer**

LA, CA 90024

This is fixable, and on a larger scale, it could help mitigate climate change!

**189. Daryl Gale**

Los Angeles, CA 90024

We all need better air!

**190. Gaille Heidemann**

Los Angeles, CA 90024

**191. Samuel Parnes**

Los Angeles, CA 90024

**192. Ravi S**

Los Angeles, CA 90024

**193. Janice Shamberg**

Los Angeles, CA 90024





# SIERRA CLUB

**194. Jean Katz**

Los Angeles, CA 90024

**195. Martin Itzkowitz**

Los Angeles, CA 90024

**196. Jeff Lehew**

Los Angeles, CA 90024

**197. Eric Kraft**

Los Angeles, CA 90024

**198. Anna Schofield**

Los Angeles, CA 90024

**199. Teddi Noel**

Los Angeles, CA 90024

**200. Anaar Eastoak Siletz**

Los Angeles, CA 90024

**201. Janet Maker**

Los Angeles, CA 90024

**202. Tina Markowe**

Los Angeles, CA 90024

**203. Eden Motzkin**

Los Angeles, CA 90024

**204. Janet Goodwin**

Los Angeles, CA 90024

**205. Corinne Van**

Los Angeles, CA 90024

**206. Janice Tanaka**

Los Angeles, CA 90024



**207. Eden Motzkin**

Los Angeles, CA 90024

**208. Joann Damron Rodriguez**

Los Angeles, CA 90024

**209. Evan Throop**

Los Angeles, CA 90024

**210. Antoinette Nolan**

Los Angeles, CA 90024

**211. Sandra Zaninovich**

Los Angeles, CA 90024

**212. Joyce Foster**

Los Angeles, CA 90024

**213. Angel Apple**

Los Angeles, CA 90024

**214. Philip Ganchev**

Los Angeles, CA 90025

Adoption of zero emission battery electric vehicles also imperative if we are to give our planet a chance of avoiding climate catastrophe.

**215. Marisa Avolio**

Los Angeles, CA 90025

For decades, the SCAQMD has made great progress with policies that have led to the reduction of air contaminants dramatically improving air quality. Please continue your fine work by heralding in a new Era of air quality control by utilizing newer clean technologies. Thank you.

**216. Nancy Ruben**

Los Angeles, CA 90025

I have both allergies and asthma so unsafe air has real effects on my health. Also wondering about the effects on small children.

**217. Jeffrey Roop**



Los Angeles, CA 90025

My eight year old son Ethan and all of his fellow kids.

**218. Karen Hohman Almeida**

Los Angeles, CA 90025

The right thing is not difficult to understand. Do it. Please.

**219. Izumi Tanaka**

Los Angeles, CA 90025

While California is spearheading the effort for cleaning up the environment, our green gas emission from automobiles are still on the rise. It's critical that we do everything we can to reduce the carbon footprint!

**220. R Taylor**

Los Angeles, CA 90025

Without CLEAN and HEALTHY AIR, all Humans will suffer and Die. It's OUR RIGHT to have Clean Air, no ifs and buts about this very vital issue.

**221. Elsie Myers**

Los Angeles, CA 90025

**222. Tricia Trippett**

Los Angeles, CA 90025

**223. Steve G**

Los Angeles, CA 90025

**224. Ann Nuttall**

Los Angeles, CA 90025

**225. Malia Strauss**

Los Angeles, CA 90025

**226. G. S.**

Los Angeles, CA 90025

**227. Ivy Colbert**

Los Angeles, CA 90025



# SIERRA CLUB

**228. Fattaneh Farahi**

Los Angeles, CA 90025

**229. Malia Reiss**

Los Angeles, CA 90025

**230. Elsie Myers**

Los Angeles, CA 90025

**231. Deborah Holcomb**

Los Angeles, CA 90025

**232. Alina Azarova**

Los Angeles, CA 90025

**233. Josh Hunt**

Los Angeles, CA 90025

**234. edith wander**

Los Angeles, CA 90025

**235. Soraya Barabi**

Los Angeles, CA 90025

**236. Dori Peck**

Los Angeles, CA 90025

**237. Genie Saffren**

Los Angeles, CA 90025

**238. David Matoff**

Los Angeles, CA 90025

**239. Polly O'Malley**

Los Angeles, CA 90025

**240. Christina Ku**

Los Angeles, CA 90025



# SIERRA CLUB

**241. Barbara Hogan**

Los Angeles, CA 90025

**242. Jim Ralston**

Los Angeles, CA 90025

**243. Jonathan Tachibana**

Los Angeles, CA 90025

**244. Steve Graff**

Los Angeles, CA 90025

**245. Rebecca Both**

Los Angeles, CA 90025

**246. Deborah Holcomb**

Los Angeles, CA 90025

**247. Regina Lee**

Los Angeles, CA 90025

**248. Haley Rice**

Los Angeles, CA 90025

**249. Pavel Mracek**

Los Angeles, CA 90025

**250. Nancy Ruben**

Los Angeles, CA 90025

**251. Fabricia Oliveira**

Los Angeles, CA 90025

**252. Chase Engelhardt**

Los Angeles, CA 90025

**253. Tina Gruen**

Los Angeles, CA 90025



**254. Becky York**

Los Angeles, CA 90025

**255. Andrew Hall**

Los Angeles, CA 90026

As a teacher with many students who struggle with asthma, I'm particularly concerned about the health impacts of our air quality.

**256. Jane Nachazel**

Los Angeles, CA 90026

It is short-sighted to consider this effort expensive, An unhealthy work force is much more expensive in the long run! This is yet another case in which doing the right thing is also the most cost effective thing over time. Be smart!

**257. Monica Embrey**

Los Angeles, CA 90026

Our communities deserve clean air!

**258. Kara Morgan**

Los Angeles, CA 90026

Thank you for helping towards our journey to enable every person in this beautiful region to breathe clean air!

**259. Constance Franklin**

Los Angeles, CA 90026

We all have to breathe the same air! The air is gagging during wildfire season, so one would hope that everything must be done to safeguard the air quality

**260. Sarah Starr**

Los Angeles, CA 90026

We all need to make a change to save the planet. Let's start now. You can take the lead. We are depending on you.

**261. Carol Ng**

Los Angeles, CA 90026

**262. stephanie vovas**

LOS ANGELES, CA 90026



# SIERRA CLUB

**263. Kenneth Gilchrist**  
Los Angeles, CA 90026

**264. Simon Renggli**  
Los Angeles, CA 90026

**265. Debbie Slater**  
Los Angeles, CA 90026

**266. Supporter Unknown**  
Los Angeles, CA 90026

**267. Jane Nachazel-Ruck**  
Los Angeles, CA 90026

**268. David Cull**  
Los Angeles, CA 90026

**269. Todd Moyer**  
Los Angeles, CA 90026

**270. Carolyn Park**  
Los Angeles, CA 90026

**271. Caitlin Wylde**  
Los Angeles, CA 90026

**272. Adam Resnick**  
Los Angeles, CA 90026

**273. Alex Fierro-Clarke**  
Los Angeles, CA 90026

**274. Lindon Schultz**  
Los Angeles, CA 90026

**275. Richard Devletian**  
Los Angeles, CA 90026



# SIERRA CLUB

**276. Neal Pardee**

Los Angeles, CA 90026

**277. Roland Palmer**

Los Angeles, CA 90026

**278. Martha Atwell**

Los Angeles, CA 90026

**279. Charlotte Innes**

Los Angeles, CA 90026

**280. Chris Curtis**

Los Angeles, CA 90026

**281. Jessica Fleischmann**

Los Angeles, CA 90026

**282. Sari Mcconnell**

Los Angeles, CA 90026

**283. Thomas Gleeson**

Los Angeles, CA 90026

**284. Martineke Bloot**

Los Angeles, CA 90026

**285. Grant Power**

Los Angeles, CA 90026

**286. Juan A. Zamarripa**

Los Angeles, CA 90026

**287. Gray Clevenger**

Los Angeles, CA 90026

**288. Supporter Unknown**

Los Angeles, CA 90026





**289. Leonard Tunstad**

Los Angeles, CA 90026

**290. Shauna Krikorian**

Los Angeles, CA 90026

**291. Nicole Stirbis**

Los Angeles, CA 90026

**292. William Lee**

Los Angeles, CA 90026

**293. Gabriela Sosa**

Los Angeles, CA 90027

& enforce the leaf blower ban starting tomorrow!

**294. Mario Milch**

Los Angeles, CA 90027

As a physician for over 50 years I am deeply involved in not only helping those affected by air pollution but preventing further health consequences

**295. Joan Harris**

Los Angeles, CA 90027

Clean air is vital for good health. Pollutants destrpt proerty, animals and humans.

**296. Noah Mercer**

Los Angeles, CA 90027

I first dreamed of moving to LA in 1989, when I was about to head to college. I came to visit UCLA and Pomona, but the dream died on arrival: As soon as I stepped out of the car on the Pomona campus I had an asthma attack. It was clear that people had poisoned the air so badly that the area was uninhabitable for me, so I left and didn't come back - until 2008. By that point the good work of the SCAQMD and other agencies had mitigated the pollution enough that I was able to live here. We can't rest on our laurels, though.

**297. Barbara Thomason**

Los Angeles, CA 90027

I remember how bad it was in L. A. in the 60's and early 70's. Lets do all we can to keep our air clean.



# SIERRA CLUB

**298. Barbara Hensleigh**

Los Angeles, CA 90027

Please help!

**299. Lacey Berggren**

Los Angeles, CA 90027

This is our home. A sanctuary. It is our responsibility to maintain its quality for ALL living species here on Earth?for our children. We can no longer turn a blind eye to this injustice. We can no longer avoid the consequences of our actions. We can only do everything we can in our power NOW to SAVE OUR HOME AND THE LOVED ONES LIVING IN IT.

**300. Sophia Lim**

Los Angeles, CA 90027

We are suffocating in smog. Please make our air cleaner to breathe!

**301. Dana Bonda**

Los Angeles, CA 90027

We owe a clean future to our children. Please do the right thing.

**302. Rachel Dukes**

Los Angeles, CA 90027

**303. Elsa Mejia**

Los Angeles, CA 90027

**304. Maria Ramirez**

Los Angeles, CA 90027

**305. Andrea Rose**

Los Angeles, CA 90027

**306. Hector Reyes**

Los Angeles, CA 90027

**307. Josh Mcqueen**

Los Angeles, CA 90027

**308. Barry Jones**

Los Angeles, CA 90027



**SIERRA  
CLUB**

**309. Carla Holguin**

Los Angeles, CA 90027

**310. Mia Trachinger**

Los Angeles, CA 90027

**311. Mirelle Lindquist**

Los Angeles, CA 90027

**312. Keith Morris**

Los Angeles, CA 90027

**313. Schani Nuripour**

Los Angeles, CA 90027

**314. Sarajo Frieden**

Los Angeles, CA 90027

**315. Jonathan Lehrer-Graiwer**

Los Angeles, CA 90027

**316. Licia P**

Los Angeles, CA 90027

**317. Celeste Hong**

Los Angeles, CA 90027

**318. J Hynd**

Los Angeles, CA 90027

**319. Kinsey McLean**

Los Angeles, CA 90027

**320. Nick McNaughton**

Los Angeles, CA 90027

**321. James Petrone**

Los Angeles, CA 90027



# SIERRA CLUB

**322. Eva Hedberg**

Los Angeles, CA 90027

**323. Jeanette Nelson**

Los Angeles, CA 90027

**324. Cecile Lemay**

Los Angeles, CA 90027

**325. Julie Klabin**

Los Angeles, CA 90027

**326. Scott Carino**

Los Angeles, CA 90027

**327. Paul Rabjohns**

Los Angeles, CA 90027

**328. Jill Crenshaw**

Los Angeles, CA 90027

**329. Christopher Parsons**

Los Angeles, CA 90027

**330. Andrea Iaderosa**

Los Angeles, CA 90027

**331. Elyse Poppers**

Los Angeles, CA 90027

**332. Leslie Klein**

Los Angeles, CA 90027

**333. Rachel Hastings**

Los Angeles, CA 90027

**334. George Grace**

Los Angeles, CA 90027



# SIERRA CLUB

**335. Kate Bolea**

Los Angeles, CA 90027

**336. Alexa Vendetti**

Los Angeles, CA 90027

**337. Charmaine Breitengross**

Los Angeles, CA 90027

**338. Will B**

Los Angeles, CA 90027

**339. Kayla Hunnewell**

Los Angeles, CA 90027

**340. Sherrell Cuneo**

Los Angeles, CA 90027

**341. Susan Davis**

Los Angeles, CA 90027

**342. Suzan Crowley**

Los Angeles, CA 90027

**343. Valerie Schwartz**

Los Angeles, CA 90027

**344. Marina Completo**

Los Angeles, CA 90027

**345. Joseph Hancock**

Hollywood, CA 90028

Respiratory ailments are quite costly to treat. People have the right to breathe clean air. Just deny them that right and see what happens to your job.

**346. Karlee Streit**

Chico, CA 90028



We live in a time where our young adults are afraid they may not be able to make it to old age or have children due to the state of our earth. It would mean a lot if you could consider doing your part to help us.

Thank you for your time, consideration, and hard work. We are all counting on you.

**347. Dan Lawler**

Los Angeles, CA 90028

**348. Donna Williams**

Los Angeles, CA 90028

**349. Rosaline George**

Los Angeles, CA 90028

**350. AIXA FIELDER**

LA, CA 90028

**351. Lauren Lakritz**

Los Angeles, CA 90028

**352. Paris Campo**

Los Angeles, CA 90028

**353. Mary Mcauliffe**

Los Angeles, CA 90028

**354. Amanda Van Frank**

Los Angeles, CA 90028

**355. Daisy Gardezabal**

Los Angeles, CA 90028

**356. Has there been an update on Eddie and Wise?**

Los Angeles, CA 90028

**357. Matt Wait**

Los Angeles, CA 90028

**358. Danny Hill**



# SIERRA CLUB

Los Angeles, CA 90028

**359. Mathias Petersen**

Los Angeles, CA 90028

**360. YOURI BOURGEOIS**

Los Angeles, CA 90028

**361. Hillary Jaye**

Los Angeles, CA 90029

This matters to me because my nephew and dear friend have asthma and I see the impact on their health.

**362. Ute and Loren Lee**

Los Angeles, CA 90029

We need cleaner air for everyone!

**363. michael d Michel**

Los Angeles, CA 90029

**364. Sydney Zagger**

Los Angeles, CA 90029

**365. Lisa Laureta**

Los Angeles, CA 90029

**366. Michael Michel**

Los Angeles, CA 90029

**367. Judith Smith**

Los Angeles, CA 90029

**368. Debra Granieri**

Los Angeles, CA 90029

**369. Joseph Rinaldo**

Los Angeles, CA 90029

**370. William Baker**



Los Angeles, CA 90029

**371. Ally Spiroff**

Los Angeles, CA 90029

**372. Vivienne Richardson**

Los Angeles, CA 90031

I have a two year old son and am a fourth grade teacher. I am deeply invested in climate action. It stuns me that elected officials lack the imagination to save our planet and its people. So what is right. Not what is easy. Our lives are at stake. And some people have already died.

**373. Kathrin Eder**

Los angeles, CA 90031

Institutions like the soerra club are our life quality security. Please take a pledge abd work with us on this.

**374. Tom Norris**

Los Angeles, CA 90031

Please hear our voices.

**375. David Gutierrez**

Los Angeles, CA 90031

**376. Louisa Gauerke**

Los Angeles, CA 90031

**377. Thomas Laps**

Los Angeles, CA 90031

**378. Kenneth Lapointe**

Los Angeles, CA 90031

**379. Sherri Nourse**

Los Angeles, CA 90031

**380. suz Katsuda**

LOS ANGELES, CA 90031

**381. Thomas Lorioux**





los angeles, CA 90031

**382. Susan Chung**

Los Angeles, CA 90032

clean air is fundamental and imperative to the health of our people!!

**383. Arnold Keim**

Los Angeles, CA 90032

This is the right thing to do. Clean air really can become a reality.

Arnold Keim

**384. Linda Martinez**

Los Angeles, CA 90032

**385. Karina Botello**

Los Angeles, CA 90032

**386. Candace Batten**

Los Angeles, CA 90032

**387. Candace Rocha**

Los Angeles, CA 90032

**388. Jazmine Aguirre**

Los Angeles, CA 90032

**389. Alicia Salazar**

Los Angeles, CA 90032

**390. Lowell Abellon**

Los Angeles, CA 90032

**391. Jose Marquez**

Los Angeles, CA 90033

**392. Tan Dugi**

Los Angeles, CA 90033

**393. Katherine Ayala**



Los Angeles, CA 90033

**394. Nancy Hoffman**

Los Angeles, CA 90034

And here I was thinking this kind of air pollution was only found in China! It's time to clean up California's air for our children's (and in my case grandchildren's) future and the current, ongoing health of all Californians.

**395. Sarah Nothnagel**

Los Angeles, CA 90034

I grew up in Riverside and there were plenty of days where the smog was so bad I couldn't even see the Box Springs Mountains. We have made great gains in air quality in southern California over the past 20 or 30 years, largely by enforcing tough smog controls on cars and trucks. I fear that much of our progress will be erased by increased trucking and goods movement, especially in this age of online shopping and imported products, but I believe we can mitigate those impacts by prioritizing cleaner technologies.

**396. Brie Fuqua**

Los Angeles, CA 90034

It is very frustrating to have so many bad air quality days in Southern California. This has known clear adverse effects on everyone's health. We need to reverse this now.

**397. Michael Quarterman**

Los Angeles, CA 90034

Its imperative we reduce emissions ASAP, before the Earth reaches a tipping point, and we get out of control extreme weather and higher sea levels!

**398. Diana Crispi**

Los Angeles, CA 90034

Let's return to American values.

**399. Martha Villafana**

Los Angeles, CA 90034

My sons both has asthmatic symptoms growing up, which may have impaired their academic athleticism. Not to mention the emergency room visits, inhalers and nebulizers. I hope my grandchildren and great grandchildren will be spared the grief of having to gasp for air, that they may actually breathe healthy air.

**400. Cynthia Parrish**



Los Angeles, CA 90034

Please DO something about this so we can have a better quality of life!

**401. Sherry Vatter**

Los Angeles, CA 90034

Please protect our health and environment by further improving air quality.

**402. Lindsey Son**

Los Angeles, CA 90034

We all need clean air and water for basic human survival. Let's go do it now! I am willing to do just about anything to help this cause. It's not an option like we had many years ago, time is ticking and it's already too late so we need to act NOW! No more words, we need actions more than ever!!!!!!

**403. Catherine Halaby**

Los Angeles, CA 90034

We must do everything possible to protect clean air for citizens.

**404. David Crispi**

Los Angeles, CA 90034

We must take care of our environment. It is the only one we have.

**405. Marshall James**

LOS ANGELES, CA 90034

We need bravery now. We need strength and leadership now. We need breathable air for ourselves and our children. Please.

**406. Enrica Gaspari**

Los Angeles, CA 90034

We need to not only address this with policies but with real action that makes a difference.

**407. Zoltan Papp**

Los Angeles, CA 90034

We tax payers deserve to breathe clean air.

**408. Ontaia Roberson**

Los Angeles, CA 90034

**409. Lisabeth Ryder**



# SIERRA CLUB

Los Angeles, CA 90034

**410. Andrew Chalfoun**

Los Angeles, CA 90034

**411. Susan Grant**

Los Angeles, CA 90034

**412. J Thomas**

Los Angeles, CA 90034

**413. Abigail Bline**

Los Angeles, CA 90034

**414. Erik Klass**

Los Angeles, CA 90034

**415. Jason Perlman**

Los Angeles, CA 90034

**416. Kathy Ford**

Los Angeles, CA 90034

**417. Susan Grant**

Los Angeles, CA 90034

**418. Michael W Evans**

Los Angeles, CA 90034

**419. Dierdre Zackery-Qual**

Los Angeles, CA 90034

**420. Carl Reid**

Los Angeles, CA 90034

**421. Karla Garcia**

Los Angeles, CA 90034

**422. David Stahoski**



# SIERRA CLUB

Los Angeles, CA 90034

**423. Samantha Mahony**

Los Angeles, CA 90034

**424. Jerry Tobe**

Los Angeles, CA 90034

**425. Margaret Shekell**

Los Angeles, CA 90034

**426. Harijot Khalsa**

Los Angeles, CA 90034

**427. Alan Chen**

Los Angeles, CA 90034

**428. Jeremiah Watkins**

Los Angeles, CA 90034

**429. Blake Ingram**

Los Angeles, CA 90034

**430. Debra Swartz**

Los Angeles, CA 90034

**431. Lucy Oppenheimer**

Los Angeles, CA 90034

**432. Bruce Gilman**

Los Angeles, CA 90034

**433. Neal And Nancy Steiner**

Los Angeles, CA 90034

**434. Laura Strom**

Los Angeles, CA 90034

**435. Richard Sherwood**



# SIERRA CLUB

Los Angeles, CA 90034

**436. Sara Flamm**

Los Angeles, CA 90034

**437. Julia WESTHEIMER**

Los Angeles, CA 90034

**438. Kristina Fukuda**

Los Angeles, CA 90034

**439. Julie May**

Los Angeles, CA 90034

**440. James R Brown**

Los Angeles, CA 90034

**441. Audrey Stern**

Los Angeles, CA 90034

**442. Avtar Khalsa**

Los Angeles, CA 90034

**443. Marilyn Horne**

Los Angeles, CA 90034

**444. Myrna Barth**

Los Angeles, CA 90034

**445. Patricia Carlson**

Los Angeles, CA 90034

**446. Rachel Ross**

Los Angeles, CA 90034

**447. Tom Mccown**

Los Angeles, CA 90034

**448. Bambi Morgan**



Los angeles, CA 90034

**449. Chris Kennedy**

Los Angeles, CA 90034

**450. Mha Atma Khalsa**

Los Angeles, CA 90035

As a California resident, voter, homeowner, taxpayer, business owner and father of three children, I am absolutely outraged at my family continuing to breath dirty air and I want you to take strong action now.

**451. Mary Grace Barrios**

Los Angeles, CA 90035

Breath is Life

**452. Saran Kirschbaum**

Los Angeles, CA 90035

Breathing clean air avoids health problems.

**453. Saran K.**

Los Angeles, CA 90035

Can't love enough while breathing dirty air, worry too much.

**454. David Hathaway-Bates**

Los Angeles, CA 90035

Please keep our air clean of poison spray pesticides

**455. Jordana Reiner**

Los Angeles, CA 90035

Thank you.

**456. Larry Steen**

Los Angeles, CA 90035

**457. Judy Patterson**

Los Angeles, CA 90035

**458. Nancy Rea**

Los Angeles, CA 90035



# SIERRA CLUB

**459. Benjamin Hagerty**  
Los Angeles, CA 90035

**460. Patricia Reed**  
Los Angeles, CA 90035

**461. Mariam Shah-Rais**  
Redondo Beach, CA 90035

**462. Carole Slucki**  
Los Angeles, CA 90035

**463. Bonnie Blitzstein**  
Los Angeles, CA 90035

**464. Maggie Mc Ginley**  
Los Angeles, CA 90035

**465. Rudy Harbon**  
Los Angeles, CA 90035

**466. Simone Sello**  
Los Angeles, CA 90035

**467. Barry Saltzman**  
Los Angeles, CA 90035

**468. Gaia Memmo Vincenzi**  
Los Angeles, CA 90035

**469. Henry And Carole Slucki**  
Los Angeles, CA 90035

**470. Linda Quakenbush**  
Los Angeles, CA 90035

**471. Mary Meehan**  
Los Angeles, CA 90035





**472. Miriam Goldberg**

Los Angeles, CA 90035

**473. Diana Seyb**

Los Angeles, CA 90035

**474. Tiffany Goldwater**

Los Angeles, CA 90035

**475. Graham Rich**

Los Angeles, CA 90036

Cleaner air is a no-brainer to me. We need to do EVEN more to restrict pollution and make it easier for people with asthma like me to make it through the day without a weeze.

**476. Sally Mcdermott**

Los Angeles, CA 90036

Health concerns ...too many pollutants in everything ... let?s begin with clean air please

**477. Joan Boorstein**

Los Angeles, CA 90036

I am sick of living with brown air. Something has to be done

**478. Shira Norman**

Los Angeles, CA 90036

I want my kids to play sports and explore the world outside but it?s frightening to think that their fun is taxing their lungs. Clean our air!

**479. Benjamin Van Der Veen**

Los Angeles, CA 90036

This is an investment in our children and the future of our planet.

**480. Mary Proteau**

Los Angeles, CA 90036

While, in general, California leads the country--and in many ways the world--in environmental sound policies and actions, we are embarrassingly behind in successfully lowering vehicle emission pollution. In fact, our vehicle emissions have risen the past two years--and is headed that way again next year. Not acceptable! Everyone--each and every one of us--has to walk the talk. Time is up; there is no time to spare fiddling around with the environmental crisis that



exists NOW. Fixing and widening roads to make room for yet more vehicles is mindbogglingly foolish, short-sighted, counter-productive === and ruinous. We are past the tipping point...time to act to turn this issue around!!!

**481. Therese Finazzo**

Los Angeles, CA 90036

**482. Gayl Hunter**

Los Angeles, CA 90036

**483. Eva Dayan**

Los Angeles, CA 90036

**484. Portia Furst**

Los Angeles, CA 90036

**485. Inga Bilan**

Los Angeles, CA 90036

**486. A.F. Unkown**

Los Angeles, CA 90036

**487. Dena Bergman**

Los Angeles, CA 90036

**488. jennifer larkin**

LOS ANGELES, CA 90036

**489. Donna Lyons**

Los Angeles, CA 90036

**490. Stephen Kern**

Los Angeles, CA 90036

**491. Lisa Fields**

Los Angeles, CA 90036

**492. Robin Lande**

Los Angeles, CA 90036



**493. Judith Turner**

Los Angeles, CA 90036

**494. Al Shayne**

Los Angeles, CA 90036

**495. Jon Grutman**

Los Angeles, CA 90036

**496. Michael Jung**

Los Angeles, CA 90036

**497. Marlee Ostrow**

Los Angeles, CA 90036

**498. Nancy Glassberg**

Los Angeles, CA 90036

**499. David Janata**

Los Angeles, CA 90036

**500. Patricia Diachardi**

CdMx, CA 90037

**501. Wendy Manson-Myers**

Los Angeles, CA 90038

I want to breath! And all my fellowmen and animals!

**502. Lydia Milars**

Los Angeles, CA 90038

Our entire city is under destruction/construction. Large trucks hauling equipment and delivering goods leave their engines idling, sometimes 30 minutes, filling the already dirty air with exhaust. We used to be able to smell the ocean and the jasmine. Now the only thing we smell is gas.

**503. John Gwatney**

Los Angeles, CA 90038



# SIERRA CLUB

**504. Barri Clark**

Los Angeles, CA 90038

**505. Colin Waite**

Los Angeles, CA 90038

**506. Laura Whipple**

LOS ANGELES, CA 90038

**507. Emma Whittington**

Los Angeles, CA 90038

**508. Shelby Van Vliet**

Los Angeles, CA 90038

**509. John Palafoutas**

Los Angeles, CA 90038

**510. Flora Rosas**

Los Angeles, CA 90038

**511. Meghan Welsh**

Los Angeles, CA 90038

**512. David Tappan**

Los Angeles, CA 90038

**513. Drew Nelson**

Los Angeles, CA 90038

**514. George Dutton**

Los Angeles, CA 90039

I have taken personal actions by putting solar panels on my roof and buying electric cars for my wife and me. I've done this for my children and for my neighbors and for our future to ensure clean air and a livable city. I'd like to urge the SCAQMD to join me in doing what is necessary and what is right, if not for me, then please for my children!

**515. Steven Goodelle**

Los Angeles, CA 90039



I live in Los Angeles . My kids and I suffer from asthma. Many of my students do as well. It is a shame that our city , state, and country can't do better.

**516. Stephanie Tong**

Los Angeles, CA 90039

I live next to two highways and have the right to clean air.

**517. Pauline Brooks**

Los Angeles, CA 90039

Invest in clean healthy air!

**518. Marilyn Fuss**

Los Angeles, CA 90039

It matters to everyone. Air moves around with wind conditions. Even if it did not, I don't want my fellow humans in industrial areas to be any worse off than myself, and there seem to be pockets of more unsafe air and water where the inhabitants have less!

**519. Dara Allison**

Los Angeles, CA 90039

Plants, animals, people, all living things need clean air.

PLEASE STAND FOR CLEAN AIR, NOT CORPORATE GREED. WE ARE ALL DEPENDING ON YOU.

**520. Dinah Whidbee**

Los Angeles, CA 90039

Southern California should be a safe and healthy place to live and enjoy

**521. Jacqueline Canlas**

Los Angeles, CA 90039

**522. Allison Hunt**

Los Angeles, CA 90039

**523. Nina Greenberg**

Los Angeles, CA 90039

**524. Meleina Mayhew**

Los Angeles, CA 90039

**525. Karen Cusolito**



# SIERRA CLUB

Los Angeles, CA 90039

**526. Patricia Morton**

Los Angeles, CA 90039

**527. Barbara Miranda**

Los Angeles, CA 90039

**528. Rebecca Burns**

Los Angeles, CA 90039

**529. Nancy Steiner**

Los Angeles, CA 90039

**530. Amy Wan**

Los Angeles, CA 90039

**531. Mark Reback**

Los Angeles, CA 90039

**532. Mason Funk**

Los Angeles, CA 90039

**533. Adam hutsell**

Los Angeles, CA 90039

**534. Joshua Stamberg**

Los Angeles, CA 90039

**535. Lissa McCullough**

Los Angeles, CA 90039

**536. Peter Bodlaender**

Los Angeles, CA 90039

**537. Tree Wright**

Los Angeles, CA 90039

**538. Deron Grams**



# SIERRA CLUB

Los Angeles, CA 90039

**539. Dan Schwartz**

Los Angeles, CA 90039

**540. Nicole Arslan**

Los Angeles, CA 90039

**541. Tamsin Blue**

Tamsin, CA 90039

**542. Haley St. Paul**

Los Angeles, CA 90039

**543. Daniel Schwartz**

Los Angeles, CA 90039

**544. Tracy Beetler**

Los Angeles, CA 90039

**545. King Cheung**

Los Angeles, CA 90039

**546. Alyce Easterling**

Los Angeles, CA 90039

**547. Alyce Easterling**

Los Angeles, CA 90039

**548. Molly Rhodes**

Commerce, CA 90040

I live in trucker central, the City of Commerce. We're a small, proud community heavily impacted from truck traffic emissions and other commercially produced fumes. We're in a freeway elbow of I-5 and the 710, with the commercial train depot East Yard putting us in bad air. So many of my neighbors of all ages suffer from asthma and other health conditions. We need environmental justice.

**549. Candace Guardado**

Commerce, CA 90040



**550. Susan Phillips**

Los Angeles, CA 90041

Air Quality is one of the most important things to prioritize because of the way that certain communities are impacted disproportionately. Air quality impacts us all but it is most important that strong policies such as the Indirect Source Rule be put into place to protect the most vulnerable among us.

**551. Karie Prescott**

Los Angeles, CA 90041

I have breathing problems.

**552. Martha Ronk**

Los Angeles, CA 90041

I have COPD and allergies; clean air makes an enormous difference to me.  
thank you, Martha Ronk

**553. Cathy Thornburn**

Los Angeles, CA 90041

I have suffered from asthma, and I cannot afford to breathe polluted air. You must create and enforce rules to clean up our air.

**554. Karin Kachler**

Los Angeles, CA 90041

It is a must.

**555. T. Boyle**

Los Angeles, CA 90041

This matters to me because I have Grandchildren who will inherit the chemical laden air. I was born into filthy air, the smog in LA in the sixties was terrible, now it is a little clearer, BUT DO NOT BE FOOLED IT IS FULL OF CHEMICAL POLLUTION. I want my Grandchildren to have a long healthy life. Not one full of illness.

**556. Melissa Chalsma**

Los Angeles, CA 90041

We need sustained and radical action to turn the tide of climate change and avert catastrophe.

**557. Karen Neubert**

LA, CA 90041





# SIERRA CLUB

When I was in college in the 60's the air was orange, and it hurt to take a deep breath. We beat back that by controlling auto emissions. Now we have to beat back the pollution from cargo equipment, trucks distribution centers, air and ocean ports...etc etc etc...It is out of control and can ruin our beautiful city.

**558. Eugene Topalian**

Los Angeles, CA 90041

**559. Gina Scarnati**

Los Angeles, CA 90041

**560. Birgitta Martinez**

Los Angeles, CA 90041

**561. Frances Glenn**

Los Angeles, CA 90041

**562. Euripides Toro**

Los Angeles, CA 90041

**563. Kuniko Vroman**

Los Angeles, CA 90041

**564. Bobbi Murray**

Los Angeles, CA 90041

**565. Elizabeth Swain**

Los Angeles, CA 90041

**566. Barbara Markowitz**

Los Angeles, CA 90041

**567. Jacob Lang**

Los Angeles, CA 90041

**568. Jamie Angell**

Los Angeles, CA 90041

**569. Rinko Hutchins**



Los Angeles, CA 90041

**570. Raymond Kowal**

Los Angeles, CA 90041

**571. Jennie Webb**

Los Angeles, CA 90041

**572. Sofia Rodas**

Los Angeles, CA 90041

**573. Merete Rietveld**

Los Angeles, CA 90041

**574. Patricia Duran**

Los Angeles, CA 90041

**575. Mary Tokia**

Los Angeles, CA 90041

**576. Aurora Aramburu**

Los Angeles, CA 90041

**577. Connie Martinez**

Los Angeles, CA 90042

Clean, breathable air should be a given in a first world nation.

**578. Jenna Didier**

Los Angeles, CA 90042

Everyone I know wants an electric vehicle and solar panels on their roofs! Please do your part to make this dream a reality for MILLIONS of us!

Thank you!

**579. Lauren Lancy**

Los Angeles, CA 90042

I drive a zero-emissions car. And I think that all commercial and government vehicles should be regulated for clean air too!

**580. Alexandra Busby**



Los Angeles, CA 90042

It would be great to lead the change of requiring shipping trucks to use clean energy. Or, to break up the truck monopoly and put in train lines.

**581. Maria Mastroiannis**

Los Angeles, CA 90042

It's so important to breathe clean air and to mitigate climate change! Please take action now to improve our air quality!

**582. Ben Gaffin**

LA, CA 90042

People have the right to air that's fit to breathe. Finland's entire rail system is powered by wind !! It is entirely possible to move away from a fossil fuel powered transportation system to a green energy powered system.

**583. Heather Mclarty**

Los Angeles, CA 90042

The planet cannot continue to support all its life forms with dirty air.

**584. Liz Amsden**

Los Angeles, CA 90042

What about the children?

**585. Aaron Doyle**

Los Angeles, CA 90042

**586. Susan Witkovsky**

Los Angeles, CA 90042

**587. Mona Rivers**

Los Angeles, CA 90042

**588. Robert Lind**

Highland Park, CA 90042

**589. K Krupinski**

LA, CA 90042

**590. Maggie Wilhelm**



# SIERRA CLUB

Los Angeles, CA 90042

**591. Lauren Peralta**

Los Angeles, CA 90042

**592. Liz Amsden**

Los Angeles, CA 90042

**593. Shalena Oxley-Butler**

Los Angeles, CA 90042

**594. Mary Glazer**

Los Angeles, CA 90042

**595. Lacey Wozny**

Los Angeles, CA 90042

**596. Alyssa Forstmann**

Los Angeles, CA 90042

**597. Qui Diaz**

Los Angeles, CA 90042

**598. Gordon Ivens Jr**

Los Angeles, CA 90042

**599. Rob Gallinger**

Los Angeles, CA 90042

**600. Suzanne Selby**

Los Angeles, CA 90042

**601. Margaret Bryant**

Los Angeles, CA 90042

**602. Margaret Mceldowney**

Los Angeles, CA 90042

**603. Elizabeth Garcia**



# SIERRA CLUB

Los Angeles, CA 90042

**604. Veronica Alfaro**

Los Angeles, CA 90042

**605. Nancy Frazier**

Los Angeles, CA 90042

**606. Riley Rosenbluh**

Los Angeles, CA 90042

**607. Hui Su Clarke**

Los Angeles, CA 90042

**608. Mark Hein**

Los Angeles, CA 90042

**609. Alyson Zillner**

Los Angeles, CA 90042

**610. Michael Jasionowski**

Los Angeles, CA 90042

**611. Frances Louie**

Los Angeles, CA 90042

**612. Julie Feiner**

Los Angeles, CA 90042

**613. Gail Mosley**

Los Angeles, CA 90042

**614. William Benshoof**

Los Angeles, CA 90042

**615. Rebecca Aguirre**

Los Angeles, CA 90043

**616. Coralie Lasalle**



Los Angeles, CA 90043

**617. Karen Mccaw**

View Park, CA 90043

**618. Teresa Pinzon**

View Park, CA 90043

**619. Michelle Cohen**

Los Angeles, CA 90043

**620. Eileen Yamada**

Los Angeles, CA 90043

**621. Donna Tate**

Los Angeles, CA 90043

**622. R. Brown**

Los Angeles, CA 90043

**623. Laura Hoepfner**

Los Angeles, CA 90043

**624. Teresa Pinzon**

View Park, CA 90043

**625. a. Pierre Parker**

Los Angeles, CA 90044

?If future generations are to remember us with gratitude rather than contempt, we must leave them more than the miracles of technology. We must leave them a glimpse of the world as it was in the beginning, not just after we got through with it.? ? Lyndon B. Johnson.

**626. Gabriel Jr Alvarez**

Los Angeles, CA 90044

Law should incarcerate people that pollute/contaminate our clean air we breathe period. Anywhere in the world.

**627. Aegina Manson**

Los Angeles, CA 90044



# SIERRA CLUB

Money does not matter when dead!

**628. Christopher Cusack**

Los Angeles, CA 90044

**629. Rose Henderson**

Los Angeles, CA 90044

**630. Claudia Moorman**

Los Angeles, CA 90044

**631. Hana Downey**

Los Angeles, CA 90045

To many people on the road and there needs to be some better systems for help this air quality

**632. Kent Strumpell**

Los Angeles, CA 90045

Trucks are the single-occupant-vehicle of the freight industry, incredibly inefficient with one tractor and one driver for each container, unlike rail. The least we can do is mandate that they be powered by cleaner energy than diesel!

**633. Dawn Moore**

Los Angeles, CA 90045

We need zero emissions trucks in S California. Many current vehicles are releasing too many emissions.

**634. John Crahan**

Los Angeles, CA 90045

**635. Sam Butler**

Los Angeles, CA 90045

**636. Joseph Szabo**

Los Angeles, CA 90045

**637. Brian Gabelman**

Los Angeles, CA 90045

**638. Ronny Sivils**



# SIERRA CLUB

Los Angeles, CA 90045

**639. Jonci Aguillard**

Los Angeles, CA 90045

**640. Jackie Cherry**

Los Angeles, CA 90045

**641. Judith Alter**

Los Angeles, CA 90045

**642. Calvin Christopher**

Los Angeles, CA 90045

**643. Jason Brock**

Los Angeles, CA 90045

**644. Terance Tashiro**

Los Angeles, CA 90045

**645. Rosanna Power**

Los Angeles, CA 90045

**646. Mikko Ronkko**

Los Angeles, CA 90045

**647. Lyda Eddington**

Los Angeles, CA 90045

**648. Barbara Crofford**

Los Angeles, CA 90045

**649. Julia Di Berardo**

Los Angeles, CA 90045

**650. Terri Gedo**

Los Angeles, CA 90045

**651. Susan Polka**





Los Angeles, CA 90045

**652. Anjalu Dave**

Los Angeles, CA 90045

**653. Julia Brandreth**

Los Angeles, CA 90046

Allcitizens have a rude to clean air to breathe. Do the right thing and support clean air.

**654. Cheri Smith**

Los Angeles, CA 90046

Clean air now and for future generations.

**655. Catherine Des Lauriers**

Los Angeles, CA 90046

I have asthma and I'm very sensitive to polluted air. I feel for all the children that live in the area and have no choice but to breathe polluted air and maybe never know the joys of running or other exercise without gasping and choking.

**656. Erin Culley**

Los Angeles, CA 90046

I love southern California and have lived here for nearly 40 years. The one constant annoyance (other than traffic!) is our terrible air quality. Californians pride themselves on healthy eating and living. But that nearly impossible when the very air we breathe is among the worst in the country. Let's fix this!

**657. Barbara Adams**

Los Angeles, CA 90046

I want to breathe clean air; I want the same for my children and my grandchildren. I believe that in order to do that fossil fuel will have to go. We must find a way to make the air clean now!

**658. Robert Palma**

West Hollywood, CA 90046

If you read this, take my signature seriously. The earth, all of us are in trouble facing worsening conditions. Time to take wction!

**659. Suzanne Rush**

Los Angeles, CA 90046



It is long past time that humans treat the degradation of the earth in general, and the climate catastrophe in particular, like the existential crises that they are. Profits, business, jobs: none of those things matter if the planet dies. The short-term thinking that has dominated the last century has to stop now. Every available attempt at mitigation of pollution must be enacted. Every action that saves energy, that moves us away from burning fossil fuels, that creates cleaner ways of living must be pursued. Every, single one. And it must happen now. To do any less is to side with death. No more excuses, you side with life on this planet or you side with death. Today warehouses, tomorrow the world.

**660. Luis Fernandez**

West Hollywood, CA 90046

Our lives depend on it.

**661. Sharon Emanuelli**

Los Angeles, CA 90046

Please make the rules as progressive and strict as possible, as soon as possible. This is not a sustainable situation.

**662. Maryfrances Careccia**

Los Angeles, CA 90046

THIS IS THE AIR WE ALL BREATHE!!! SOMETHING MONEY CANNOT BUY!

**663. Chance Rearden**

West Hollywood, CA 90046

We must move toward clean renewable energy NOW. Time is quickly slipping away.

**664. Justine Schmidt**

Los Angeles, CA 90046

Why is this so hard? Don't you care about the air you breath or what is going into your kids lung/. Please be proactive and help us save this planet.

**665. Anush Shirbakyan**

West Hollywood, CA 90046

**666. Laura Boccaletti**

West Hollywood, CA 90046

**667. Jude Parise**

Los Angeles, CA 90046



# SIERRA CLUB

**668. Juli-Lynne Charlot**  
West Hollywood, CA 90046

**669. Julia Hill**  
Los Angeles, CA 90046

**670. Laura Juarez**  
Los Angeles, CA 90046

**671. Thomas Watson**  
Los Angeles, CA 90046

**672. Diane Berliner**  
Los Angeles, CA 90046

**673. L.L. Dored**  
Los Angeles, CA 90046

**674. Kimberly Hyde-schmitt**  
West Hollywood, CA 90046

**675. kajsa ingelsson**  
west hollywood, CA 90046

**676. Bonnie Karrin**  
West Hollywood, CA 90046

**677. Lorinda Toledo**  
West Hollywood, CA 90046

**678. Gregory Karpf**  
West Hollywood, CA 90046

**679. Carol Banever**  
Los Angeles, CA 90046

**680. Maurice Edwards**  
Los Angeles, CA 90046



# SIERRA CLUB

**681. Barry Katz**

West Hollywood, CA 90046

**682. Michael Hoover**

Los Angeles, CA 90046

**683. Jessica Lam**

Los Angeles, CA 90046

**684. Jeremy Lyons**

West Hollywood, CA 90046

**685. Richard Haines**

Los Angeles, CA 90046

**686. J Lecuyer**

Los Angeles, CA 90046

**687. Susan Ray**

West Hollywood, CA 90046

**688. David Mirkin**

Los Angeles, CA 90046

**689. Christine Harbster**

West Hollywood, CA 90046

**690. William Sandercock**

Los Angeles, CA 90046

**691. Ann Uzdavinis**

West Hollywood, CA 90046

**692. Amy Armistead**

Los Angeles, CA 90046

**693. Inna Abramova**

West Hollywood, CA 90046



# SIERRA CLUB

**694. Adam Scott**

Los Angeles, CA 90046

**695. Kristin Sekora**

Los Angeles, CA 90046

**696. Janna Ross**

Los Angeles, CA 90046

**697. Bill Josephs**

Los Angeles, CA 90046

**698. Rachael Lovinger**

Los Angeles, CA 90046

**699. Eleanor Comegys**

West Hollywood, CA 90046

**700. Laura Frank**

Los Angeles, CA 90046

**701. Anthony Ramey**

Los Angeles, CA 90047

**702. Justine Jagoda**

West Hollywood, CA 90048

Clean air is what we had & should still have!!

**703. Julie Dumont**

Los Angeles, CA 90048

Everyone I know says the same thing? they say that they ?have allergies.? It starts with our air. IT STARTS WITH OUR AIR.

**704. Michelle Groman**

Los Angeles, CA 90048

Let?s do this for our future generations!

**705. Freddie Weber**



# SIERRA CLUB

Los Angeles, CA 90048  
Life

**706. John Sinner**

Los Angeles, CA 90048

We all need clean air to breathe - it just makes common sense!! This will help!

**707. Supporter Grivetti**

West Hollywood, CA 90048

**708. Supporter Unknown**

Los Angeles, CA 90048

**709. Ivan Light**

Los Angeles, CA 90048

**710. Michael Floeck**

Los Angeles, CA 90048

**711. Shusi Liao**

Los Angeles, CA 90048

**712. Lynne Weiske**

Los Angeles, CA 90048

**713. Carmel Dagan**

Los Angeles, CA 90048

**714. Laleh Bahrami**

Los Angeles, CA 90048

**715. Mindi White**

Los Angeles, CA 90048

**716. Norm Garr**

Los Angeles, CA 90048

**717. Jacob Handwerker**

Los Angeles, CA 90048



# SIERRA CLUB

**718. Tom Fitzpatrick**

West Hollywood, CA 90048

**719. Gary Frank**

Los Angeles, CA 90048

**720. Steve Keyes**

Los Angeles, CA 90048

**721. Antoinette Boutros**

Los Angeles, CA 90048

**722. David Sookne**

Los Angeles, CA 90048

**723. Ally Santaclara**

Los Angeles, CA 90048

**724. jan turetsky**

LA, CA 90048

**725. Jo Ellen Cole**

Los Angeles, CA 90049

At a time when environmental laws in general are under attack, the last thing the American people and the world needs is less oversight on air quality.

**726. Malika Mirkasymova**

Los Angeles, CA 90049

Both of my daughters and my husband suffer from asthma and, due this illness, often are unable to be productive and engaged members of our society. The scale of this epidemic is staggering. Stop passively observing how the population suffers. Take real action and reduce levels of particular pollution in southern California.

**727. Emily Nogawski**

Los Angeles, CA 90049

California can lead the way globally on what we need to do to clean up our environment!

**728. Gabrielle Du Verglas**



Los Angeles, CA 90049

I like to enjoy the beauty of California and breath clean air . Thank yiy

**729. Alan Stamm**

Los Angeles, CA 90049

I support the strongest possible efforts to ensure that the air we breathe is clean and healthy.  
And I am a real person, NOT a robot, writing this.

**730. Irma Araneta**

Los Angeles, CA 90049

I urge you to take action to cut down auto emissions so our sir will be clean.

**731. Pippa Scott**

Los Angeles, CA 90049

I WANT TO SURVIVE, I WANT MY GRANDCHILDREN TO SURVIVE, I WANT OUR WILDLIFE TO SURVIVE, I SHOULD THINK YOU WANT TO SURVIVE.

**732. Renee Chanon**

Los Angeles, CA 90049

Please think of future generations!

**733. Rebecca Harper**

Los Angeles, CA 90049

**734. Benjamin Zepfel**

Los Angeles, CA 90049

**735. Joan Greenwald**

Los Angeles, CA 90049

**736. Stephanie Chi**

Los Angeles, CA 90049

**737. Ann Graham Ehringer**

Los Angeles, CA 90049

**738. John Whitney Jr**

Los Angeles, CA 90049





# SIERRA CLUB

**739. Thomas Pilla**

Los Angeles, CA 90049

**740. Cheryl Linder**

Los Angeles, CA 90049

**741. Susan Young**

Los Angeles, CA 90049

**742. Albert Temmins**

Los Angeles, CA 90049

**743. Kaija Keel**

Los Angeles, CA 90049

**744. Francine Kubrin**

Los Angeles, CA 90049

**745. Manny Reza**

Los Angeles, CA 90049

**746. Steve Hanlon**

Los Angeles, CA 90049

**747. Jeff Fromberg**

Los angeles, CA 90049

**748. Maddy Wade**

Los Angeles, CA 90049

**749. Amir Siassi**

Los Angeles, CA 90049

**750. Naomi Thorpe**

Los Angeles, CA 90049

**751. A.L. Hern**

Los Angeles, CA 90049



# SIERRA CLUB

**752. Jaclyn Stern**

Los Angeles, CA 90049

**753. Anneke Campbell**

Los Angeles, CA 90049

**754. Joseph Dadgari**

Los Angeles, CA 90049

**755. Renata Landres**

Los Angeles, CA 90049

**756. Lauren Montgomery**

Los Angeles, CA 90049

**757. Susan Young**

Los Angeles, CA 90049

**758. Jamie Rosenblood**

Los Angeles, CA 90049

**759. Melissa Rosen**

Los Angeles, CA 90049

**760. Pc Richardson**

Los Angeles, CA 90049

**761. Cynthia Covington**

Los Angeles, CA 90049

**762. karen lieblich**

Los Angeles, CA 90049

**763. George Budd**

Los Angeles, CA 90056

**764. lee jordan**

los angeles, CA 90056



**765. Karen Hellwig**

Los Angeles, CA 90056

**766. Alyza Cornett**

Los Angeles, CA 90056

**767. Mark Stannard**

Los Angeles, CA 90056

**768. Nyla Jeffrson**

Los Angeles, CA 90056

**769. Patricia Stewart**

Los Angeles, CA 90056

**770. Dee Ruiz**

Los Angeles, CA 90057

I believe we should be into electric vehicles more and more. I don't believe it's time to wait. I believe the time is now. Thank you..

**771. Celeste Castro**

LOS ANGELES, CA 90057

I'm stage 4 cancer patient, better air is crucial.

**772. MaryAnn Peters**

Los Angeles, CA 90057

We all need and deserve fresh, clean air to breathe!

**773. Latrenda Hayden**

Los Angeles, CA 90057

**774. George Watson**

Los Angeles, CA 90057

**775. Juan Chacon**

Los Angeles, CA 90057

**776. Larissa O'Meany**

Los Angeles, CA 90057



# SIERRA CLUB

**777. Ana Martinez**

Los Angeles, CA 90057

**778. Jason Causey**

Los Angeles, CA 90057

**779. Katherine Davis**

Los Angeles, CA 90057

**780. William Carron**

Los Angeles, CA 90057

**781. Carolyn O'Brien**

Los Angeles, CA 90057

**782. Lillian Abel**

Los Angeles, CA 90058

**783. Hared Ochoa**

Los Angeles, CA 90062

Because these emissions are highest near improvised and low income communities and usually cause more harm to these steady struggling groups. Because climate change will continue to worsen the well being of everyone but even more so those same communities. Because there is an inherent form of racism allowed to go on when these high pollutants keep being allowed to go on.

**784. Quinn Riddle**

Los Angeles, CA 90062

Let's continue to lead the country in clean air policies!

**785. Cindy Jones**

Los Angeles, CA 90062

**786. Benjamin Pike**

Los Angeles, CA 90062

**787. Sylvia Flores**

Los Angeles, CA 90063



**788. Matthew Sorensen**

Los Angeles, CA 90063

**789. A L Steiner**

Los Angeles, CA 90063

**790. Arlene Encell**

Los Angeles, CA 90064

Clean air and water are vital to a healthy productive life.

**791. Cornel Baer**

Los Angeles, CA 90064

For the health of everyone's lungs! Take action Now to do everything possible to put a stop to air pollution. Sincerely, Cornel Baer and Barbara Mauz of Los Angeles, CA 9064

**792. Paul Givi Kelmenson**

Los Angeles, CA 90064

Please take an action for all living creatures. Lead the way for clean air; clean transportation now.

**793. Ann Barbour**

Los Angeles, CA 90064

We all breathe. Clean air is essential. Especially for those with asthma and respiratory conditions, which by the way includes Covid patients.

**794. Wesley Rowe**

Los Angeles, CA 90064

We see the impact of heavy trucks locally in the port of LA, where air quality is especially bad and health suffers dramatically.

**795. William Bein**

Los Angeles, CA 90064

**796. Sam Fagnoli**

LA, CA 90064

**797. Diane Lamont**

Los Angeles, CA 90064



# SIERRA CLUB

**798. Rashelle Zelaznik**  
Los Angeles, CA 90064

**799. Leonard Herzog**  
Los Angeles, CA 90064

**800. Lonnie Sheinart**  
Los Angeles, CA 90064

**801. Steven Huskey**  
Los Angeles, CA 90064

**802. Robert Pann**  
Los Angeles, CA 90064

**803. Melissa Atkinson**  
Los Angeles, CA 90064

**804. Wayne Isham**  
Los Angeles, CA 90064

**805. Diane Berliner**  
Los Angeles, CA 90064

**806. Susan Sloan**  
Los Angeles, CA 90064

**807. Susan Sloan**  
Los Angeles, CA 90064

**808. Myron Meisel**  
Los Angeles, CA 90064

**809. Aaron Severson**  
Los Angeles, CA 90064

**810. Amelia Kacena**  
Los Angeles, CA 90064



# SIERRA CLUB

**811. Lili Flanders**

Los Angeles, CA 90064

**812. Barbara Mauz**

Los Angeles, CA 90064

**813. Timothy La Vove**

Los Angeles, CA 90064

**814. Stephanie Mitchell**

Los Angeles, CA 90064

**815. Ann Bein**

Los Angeles, CA 90064

**816. Kelly Henderson**

Los Angeles, CA 90064

**817. Beverly Carman**

Los Angeles, CA 90064

**818. Jia Yi Chan**

Los Angeles, CA 90064

**819. Jean Abarbanel**

Los Angeles, CA 90064

**820. Wansun Song**

Los Angeles, CA 90064

**821. Alexandria Victoria**

Los Angeles, CA 90064

**822. Wansun Song**

Los Angeles, CA 90064

**823. Angela Garcia**

Los Angeles, CA 90064



**824. Kate Torri**

Los Angeles, CA 90064

**825. Stephanie Pavón**

Los Angeles, CA 90065

Clean air matters to my family! We live near multiple expressways and busy roads and I worry about the quality of the air we breathe and how it is affecting our health.

**826. Suzanne Hanover**

Los Angeles, CA 90065

I have started checking the air quality everyday now in Los Angeles to see if I can exercise outdoors, pathetic

**827. Brett Jacobsen**

Los Angeles, CA 90065

I've got two little girls and I'm very concerned about their opportunity to grow up healthily and my opportunity to stay healthy (and alive) for as long as possible to see them grow up. I can choose not to eat certain things and not to expose myself to certain things... but I can't choose not to breath air. Please help!

**828. Will Mcwhinney**

Los Angeles, CA 90065

Particulate pollution, which harms people's lungs, hearts, and even brains, has many sources. It's extremely important that regulators do all they can to reduce every source of soot. Of course diesel engines in tractor-trailers are big sources. But fixed sources are significant too. That includes places like ports, rail yards, warehouses, construction sites, and airports. Electrification is practical and increasingly economical. It's a necessary and urgent step for the health of everyone in the Los Angeles Basin. Please require the use of zero emission vehicles and machinery everywhere they can be used.

**829. Yael Pardess**

Los Angeles, CA 90065

THE AIR IN LA THIS SUMMER AND FALL WAS SIMPLY UNBREATHABLE, EVEN WITHOUT THE FIRES. IT IS UNTHINKABLE AND UNHEALTHY.

**830. Joseph-Michael Mullins**

Los Angeles, CA 90065

We need clean alternatives to fossil fuel energy sources ASAP!





# SIERRA CLUB

**831. Scott Bryden**

Los Angeles, CA 90065

Why wouldn't you?

**832. Sally Arscott**

Los Angeles, CA 90065

With rising temperatures to heat up the pollution and less rain to clean it out, the effects of pollution will only get worse and worse. I have personal experience of the numbers of young people with asthma, especially those living near freeways, and this has got to stop! It's crippling life.

**833. Gloria Schneider**

Los Angeles, CA 90065

**834. Edward Landler**

Los Angeles, CA 90065

**835. Keenan Sheedy**

Los Angeles, CA 90065

**836. Kathleen Lavelle**

los angeles, CA 90065

**837. Suzette Smith**

Glendale, CA 90065

**838. Linda Lyke**

Los Angeles, CA 90065

**839. Mike Arata**

Los Angeles, CA 90065

**840. Tracy Debrincat**

Los Angeles, CA 90065

**841. Ingrid Newstadt**

Los Angeles, CA 90065



# SIERRA CLUB

**842. Michele Milner**

Los Angeles, CA 90065

**843. Jerry Schneider**

Los Angeles, CA 90065

**844. Grace Hengst**

Los Angeles, CA 90065

**845. Derek Ryder**

Los Angeles, CA 90065

**846. Bruce Spring**

Los Angeles, CA 90065

**847. Maria Basaldu**

Los Angeles, CA 90065

**848. Teresa Sullivan**

Los Angeles, CA 90065

**849. Walter Looney**

Los Angeles, CA 90065

**850. Tom Greek**

Los Angeles, CA 90065

**851. Darren Frale**

Los Angeles, CA 90065

**852. Leigh Mcfaddin**

Los Angeles, CA 90065

**853. Chelsey Stuart**

Los Angeles, CA 90065

**854. Jeroen De Wit**

Los Angeles, CA 90065



# SIERRA CLUB

**855. Jamie Chen**

Los Angeles, CA 90065

**856. Meghan Murphy**

Los Angeles, CA 90065

**857. Robert Dawson**

Los Angeles, CA 90065

**858. Katie Covell**

Los Angeles, CA 90065

**859. Steve Dietrich**

Los Angeles, CA 90065

**860. Marcelino Cadiz**

Los Angeles, CA 90065

**861. Chip Phillips**

Los Angeles, CA 90065

**862. Heather Adams**

Los Angeles, CA 90065

**863. Stella Sias**

Los Angeles, CA 90065

**864. Lynn Eames**

Los Angeles, CA 90066

After many years of increasingly better air quality, I have noticed a marked change for the worse in the past couple of years. Not sure what changed, but we need to get back on track and do as much as possible to improve air quality.

**865. James Johnson**

Los Angeles, CA 90066

As a new father, I urge you to take all measures possible in reducing air pollution for the sake of our children's and everyone's health.

**866. Brock Pollock**



Los Angeles, CA 90066

California needs to step up and be a world leader on climate change adaptation and mitigation technology. Let's spend government money on green solutions. Let's be an example of how a region adapts and thrives.

**867. Connie Call**

Los Angeles, CA 90066

Clean air and water are the basis of good health and an environment that sustains the plants and animals we depend on.

**868. Yolande De Renesse**

Los Angeles, CA 90066

Clean air for future generation is a must.

**869. Patricia McPherson**

Los Angeles, CA 90066

It is great to see the AQMD consider the Indirect Source Rule. I support this effort to invest in zero emission vehicles and electrification... especially electrification with an eye towards NOT USING fossil fuel--storage gas as the fuel for electrification.

Thank you,

Patricia McPherson

**870. Paul Chase**

Los Angeles, CA 90066

Our environment is precious and we need to protect it. Recently there was an article in the Los Angeles Times that showed how levels of pollutants has increased significantly in Southern California. We need to reverse this trend and make amends so we can all leave healthier lives.

**871. Catherine Ronan**

Los Angeles, CA 90066

People living in the LA Basin and, especially, people living near freeways and the port should not have to suffer from air pollution from dirty fossil fuel powered trucks.

**872. Diana Holbert**

Los Angeles, CA 90066

Please!

**873. Noel Andrews**

Los Angeles, CA 90066



# SIERRA CLUB

Solar panels

**874. Debra Boyd**

Los Angeles, CA 90066

This is the only planet we have. And the only one we'll leave future generations.

**875. victor noerdlinger**

los angeles, CA 90066

We must make every effort we can to help keep our air healthy to breath. The evidence shows if we keep heading the direction were going then we are doomed. We still have a chance, regardless of temperature change, to keep our air clean which is good for everybody and all life on earth.

**876. Justin Boone**

Los Angeles, CA 90066

**877. Michael Shaw**

Los Angeles, CA 90066

**878. Dirk Beving**

Los Angeles, CA 90066

**879. Laura Karnath**

Los Angeles, CA 90066

**880. Jason Hashimoto**

Los Angeles, CA 90066

**881. Elizabeth Deloughrey**

Los Angeles, CA 90066

**882. Matthew John**

Los Angeles, CA 90066

**883. Margaret Molloy Molloy**

Los Angeles, CA 90066

**884. Brandon Chavez**

Los Angeles, CA 90066



# SIERRA CLUB

**885. Chris Withrow**

Los Angeles, CA 90066

**886. John Murray**

Los Angeles, CA 90066

**887. Luna Gooding**

Los Angeles, CA 90066

**888. Glenn Berkovitz**

Los Angeles, CA 90066

**889. Pamela Prokopetz**

Los Angeles, CA 90066

**890. Nathan atkins**

Los Angeles, CA 90066

**891. Brad Donahue**

Los Angeles, CA 90066

**892. Nancy Goldberg**

Los Angeles, CA 90066

**893. Barbara Mesney**

Los Angeles, CA 90066

**894. Prisca Gloor Maung**

Los Angeles, CA 90066

**895. Ralph Smith**

Los Angeles, CA 90066

**896. Emmanuel Espinoza**

Los Angeles, CA 90066

**897. Tia Triplett**

Los Angeles, CA 90066



# SIERRA CLUB

**898. Andrea Lieberman**

Los Angeles, CA 90066

**899. Don Bush**

Los Angeles, CA 90066

**900. Lisa-Marguerite Mora**

Los Angeles, CA 90066

**901. Joan Murray**

Los Angeles, CA 90066

**902. Marsha Epstein**

Los Angeles, CA 90066

**903. Mark Glasser**

Los Angeles, CA 90066

**904. Justin Boone**

Los Angeles, CA 90066

**905. Kyle Bracken**

Los Angeles, CA 90066

**906. Noah Youngelson**

Los Angeles, CA 90066

**907. Fred Tashima**

Los Angeles, CA 90066

**908. Prisca Gloor**

Los Angeles, CA 90066

**909. Holly Calhoun**

Los Angeles, CA 90066

**910. Heidi Buech**

Los Angeles, CA 90066



# SIERRA CLUB

**911. Eka Darville**

Los Angeles, CA 90066

**912. Melissa Martinez**

Los Angeles, CA 90066

**913. J Eichen**

Los Angeles, CA 90066

**914. Katherine Quigley**

Los Angeles, CA 90066

**915. Sharon Wells**

Los Angeles, CA 90066

**916. Ness Piper**

Los Angeles, CA 90066

**917. Lori Avalos**

Los Angeles, CA 90066

**918. Kevin Fistanic**

Los Angeles, CA 90066

**919. Kara Barton**

Los Angeles, CA 90066

**920. Nina Antony**

Los Angeles, CA 90066

**921. Mark & Susan Glasser**

Los Angeles, CA 90066

**922. Deborah O'Connor**

Los Angeles, CA 90066

**923. Rick O'Bryan**

Los Angeles, CA 90066





# SIERRA CLUB

**924. Aaron Land**

Los Angeles, CA 90066

**925. Colleen Mccaskey**

Los Angeles, CA 90066

**926. Marion Spinelli**

Los Angeles, CA 90066

**927. Beth Stein**

Los Angeles, CA 90066

**928. Clare Bachman**

Los Angeles, CA 90066

**929. Donna Speckman**

Los Angeles, CA 90066

**930. Terence Pearce**

Los Angeles, CA 90066

**931. Susan Shaughnessy**

Los Angeles, CA 90066

**932. Colleen Ruppert**

Los Angeles, CA 90066

**933. Carolyn and Rosenstein**

Los Angeles, CA 90067

**934. Richard & Carolyn Rosenstein**

Los Angeles, CA 90067

**935. Lee Paxton**

Los Angeles, CA 90068

America the beautiful is becoming a thing of the past with uncontrolled development of ex-urbia, box stores, and sprawl; i.e., our environment is being ruined by run away greed, unfettered and unplanned development. We need people centered in urban areas with mass



transit, like Europe, as we experience increased population; 300 hundred million headed towards 400.

**936. Emily Aldredge**

Los Angeles, CA 90068

Everyone has a right to breathe clean air, especially when it's a human-made choice.

**937. Michael Zelniker**

Los Angeles, CA 90068

I am the Co-Chair of the Los Angeles Chapter of the Climate Reality Project working everyday on the frontlines of the climate crisis. Taking action to limit emissions coming from our vehicles is an imperative, one that can be achieved by transitioning our vehicle fleets to electric vehicles.

**938. Michael Sopkiw**

Los Angeles, CA 90068

I have seen considerable improvement in air quality since the 1980's but let's get serious and finish job sooner rather than later!

I drive an i3, have solar panels on my home and encourage more of the same minimally speaking.

**939. Lionel A. Cone**

Los Angeles, CA 90068

In our society, noxious air pollution is largely the result using fossil fuels to generate energy for machines, cars, ships, etc.

The adverse consequence of inhaling polluted air over an extended period of time are well known. Individuals with asthma suffer more, those with lung disease are more likely to end up hospitalized for treatment. Moderate to severe air pollution is known to reduce overall life expectancy by many years. This is a societal issue that needs to be addressed. No one should be expected to live in these circumstances when we have the ability to improve the quality of the air we all breathe.

**940. Laura Mason**

Los Angeles, CA 90068

No one should have to attend school where the air is highly polluted, let alone growing kids. This is not how we invest in our future. Please prioritize zero emissions vehicles and electrification! Thank you.

**941. Emma Stark**

Los Angeles, CA 90068



Our health is so much better when the air is clear. Los Angeles would truly be a paradise without dirty fossil fuel.  
We demand change!

**942. Wesley Pfenning**

Los Angeles, CA 90068

We cannot breathe fossil fuels so its a no brainer to get them out of out air

**943. Adam H**

Los Angeles, CA 90068

**944. Jennifer Parker**

Los Angeles, CA 90068

**945. Juliana Sorelli**

Los Angeles, CA 90068

**946. Robert & Debra Markovic**

Los Angeles, CA 90068

**947. florence korzin**

los angeles, CA 90068

**948. Marc Silverman**

Los Angeles, CA 90068

**949. jennifer kelsey**

Los Angeles, CA 90068

**950. Tom Gilles**

Los Angeles, CA 90068

**951. Hope Winthrop**

Los Angeles, CA 90068

**952. Jennifer Parker**

Los Angeles, CA 90068

**953. Kristi Manning**



# SIERRA CLUB

Los Angeles, CA 90068

**954. Tony Grijalva**

Los Angeles, CA 90068

**955. Rick Mitton**

Studio City, CA 90068

**956. Paul Karp**

Los Angeles, CA 90068

**957. Pamela Magathan**

Los Angeles, CA 90068

**958. Dorrit Ragosine**

Los Angeles, CA 90068

**959. Lauren Schneider**

Los Angeles, CA 90068

**960. Perri Glass**

Los Angeles, CA 90068

**961. Suzanna Regos**

Los Angeles, CA 90068

**962. Elizabeth Goodwin**

Hollywood, CA 90068

**963. Lynne Pateman**

Los Angeles, CA 90068

**964. Teresa English**

Los Angeles, CA 90068

**965. Beverly Weisblatt**

Los Angeles, CA 90068

**966. Lisa Alden**



# SIERRA CLUB

Los Angeles, CA 90068

**967. Jason Trevits**

Los Angeles, CA 90068

**968. John Connolly**

Los Angeles, CA 90068

**969. Allie Gonino**

Los Angeles, CA 90068

**970. Jordan Neiman**

Los Angeles, CA 90068

**971. Stacie Surabian**

Los Angeles, CA 90068

**972. Elizabeth Brunner**

Los Angeles, CA 90068

**973. Valerie Morishige**

Los Angeles, CA 90068

**974. Kimberly Anne Halizak**

Los Angeles, CA 90068

**975. Trevor Anderson**

Los Angeles, CA 90068

**976. Lauren Winn**

Los Angeles, CA 90068

**977. Joe Wolcott**

Hollywood, CA 90068

**978. Lee Slocum**

Los Angeles, CA 90068

**979. Peter Bonilla**



West Hollywood, CA 90069

My wife has asthma. Why must she wait till the day after a rain storm before she can take a deep breath?

The time to reverse the damage caused by polluters is long overdue!

**980. Abbie Bernstein**

West Hollywood, CA 90069

The air quality in California is already dangerous from the fires - we don't need anything else making it worse.

**981. Adam Byrd**

Los Angeles, CA 90069

**982. Traci Balzarett**

West Hollywood, CA 90069

**983. Christina Nillo**

West Hollywood, CA 90069

**984. Indar Smith**

West Hollywood, CA 90069

**985. agnew wilson**

agnew, CA 90069

**986. Alison Taylor**

LA, CA 90069

**987. Christa Neuber**

West Hollywood, CA 90069

**988. Christina Babst**

West Hollywood, CA 90069

**989. Vanessa Escamilla**

West Hollywood, CA 90069

**990. Paul Stanley**

West Hollywood, CA 90069



# SIERRA CLUB

**991. Lindsey Norton**

West Hollywood, CA 90069

**992. Mark DeMarta**

Los Angeles, CA 90071

We need to clean up LA's air

**993. Anne Edwards**

Los Angeles, CA 90071

**994. Jamie Kwan**

Los Angeles, CA 90077

Clean air is essential for our society's future. Thank you.

**995. Natalie Haddad**

Los Angeles, CA 90077

**996. Sujata King**

Los Angeles, CA 90077

**997. Janet Kennington**

Los Angeles, CA 90077

**998. Melinda Benedek**

Los Angeles, CA 90077

**999. Lauren Stuart**

Los Angeles, CA 90077

**1000. Don Pestana**

Los Angeles, CA 90077

**1001. Trina Nuovo**

Los Angeles, CA 90077

**1002. Norma Avelar**

Los Angeles, CA 90077



# SIERRA CLUB

**1003. Adele Zaslawska**

Los Angeles, CA 90089

**1004. Gwen Shapiro**

Playa Vista, CA 90094

Thank you for your knowledge and promoting why is a necessity to our lives and our future.

**1005. Donna Jensen**

Playa Vista, CA 90094

**1006. Paul A Heimberg**

Playa Vista, CA 90094

**1007. Amanda Skerski**

Los Angeles, CA 90094

**1008. Helene Zimmerman**

Santa Monica, CA 90094

**1009. Sean Brandlin**

Los Angeles, CA 90094

**1010. Ana Mcvay**

Playa Vista, CA 90094

**1011. Hope Anderson**

Los Angeles, CA 90094

**1012. Tyler Williams**

Playa Vista, CA 90094

**1013. Jon Sheehan**

Commerce, CA 90201

[Disclosure: I am an old white man]

#ClimateChange

#ENOUGH

#BelieveSurvivors

#NeverAgain

#ThisIsMyLane





Say "No" to NAZIs!  
???

**1014. Marc Gregory**  
Beverly Hills, CA 90209

**1015. David Stobie**  
Los Angeles, CA 90210  
Clean and healthy air! With normal people this wouldn't even be a debate. Sadly people that don't care about clean and healthy air also deny the effects of global warming and climate change. These are the old white men telling women what they can and cant do with their own bodies while they abuse immigrant children. These are the same people who deny healthcare to those that don't have enough money. These are the same people that don't consider racism to be a hate crime. The same idiots that bang on about the right to bear arms while children are being carried out of schools in body bags. Fuck the second amendment. These are the same cowardly, lying, morally corrupt Trump lackeys that believe the earth is flat. With these people in power there really is no hope.

**1016. Bobby Graham**  
Beverly Hills, CA 90210  
We the people deserve to know

**1017. korinna Shan**  
Beverly Hills, CA 90210

**1018. Andrés Corchs**  
Beverly Hills, CA 90210

**1019. randy simon**  
beverly hills, CA 90210

**1020. Michael Reppenhagen**  
Beverly Hills, CA 90210

**1021. Fiona Priskich**  
Swan View, CA 90210

**1022. C. Morgan McNeil**  
Beverly Hills, CA 90210



# SIERRA CLUB

**1023. Liana Donk**

Beverly Hills, CA 90210

**1024. Canan T**

Beverly Hills, CA 90210

**1025. Allison Rensch**

Beverly Hills, CA 90210

**1026. Andrew Robinson**

Beverly Hills, CA 90210

**1027. Mehry Sepanlou**

Beverly Hills, CA 90210

**1028. Anthony Barnes**

Beverly Hills, CA 90210

**1029. Sarena Knapik**

Beverly Hills, CA 90210

**1030. Vila Golena**

Beverly Hills, CA 90210

**1031. Korinna Shan.**

Beverly Hills, CA 90210

**1032. Suzanne Beaton**

Beverly Hills, CA 90210

**1033. B. Tepp**

Beverly Hills, CA 90211

As an adult, it's upsetting that my generation is having to deal with the pollution caused by bad decisions made by our political leaders. And still, too many of our current leaders continue to welcome the development of warehouses in our communities -- increasing pollution near our schools, parks, and homes.



Many families have suffered first-hand from dirty, polluted air: I personally have friends that were diagnosed with a respiratory health condition called Laryngospasm. These aren't the only families that has been affected by poor air quality in our community.

**1034. Caroline Lembeck**

Beverly Hills, CA 90211

Clean air is urgent! A priority!

**1035. silvana zelmanovich**

los angeles, CA 90211

**1036. daniele martarelli**

los angeles, CA 90211

**1037. Laurie Schick**

Beverly Hills, CA 90211

**1038. Jaime Deknight**

Beverly Hills, CA 90211

**1039. Debra Kaplan**

Beverly Hills, CA 90211

**1040. Audrey De Leon**

Beverly Hills, CA 90211

**1041. Sharon Barnes**

Beverly Hills, CA 90212

Clean air should be what everyone wants. Natural gas is not a good option because you get that by fracking, which contaminates groundwater, has toxic chemicals, and also causes pollution.

**1042. Klara Firestone**

Beverly Hills, CA 90212

I am a senior with COPD. I have had chronic breathing difficulties since I was an infant. Today I am even more sensitive to air pollutants and need to use an inhaler.

Southern California has always had some of the worst air in terms of smog. We were finally beginning to get a grip on improving it. So this is a HUGE SETBACK.

Please keep the air clean in California !!!!!

Thank you.



# SIERRA CLUB

**1043. W Goldstein**

Beverly Hills, CA 90212

Uncle Joe Rusnak caught black lung @ 28 thanks to the dump trucks rumbling down the line in front of his house. He never worked again and the mining company treated him like trash!

**1044. David Colden**

Beverly Hills, CA 90212

**1045. Larry Kirsh**

Beverly Hills, CA 90212

**1046. Lorry Goldman**

Beverly Hills, CA 90212

**1047. Pat Stangl**

Beverly Hills, CA 90212

**1048. Rhonda Green**

Beverly Hills, CA 90212

**1049. Ken Rosen**

Beverly Hills, CA 90212

**1050. Beverly Harris**

Beverly Hills, CA 90212

**1051. Erin Johnson**

Beverly Hills, CA 90212

**1052. Ken Rosen**

Beverly Hills, CA 90212

**1053. Christopher Burdorf**

Beverly Hills, CA 90212

**1054. Melyssa Rodriguez**

Beverly Hills, CA 90212



**1055. Kare M**

Beverly Hills, CA 90213

**1056. Travis Watson**

Compton, CA 90220

This issue became very real to me when I started imagining a planet with no population. All of the people died because LITTLE BY LITTLE the various types of pollution overcame the people.

**1057. Jose Hernandez**

Compton, CA 90220

We must not only think about how these issues will affect ourselves but how the future generations will be affected by our decisions. Don't let us be on the wrong side of history when people look back at what was or could have been done to save the only home many of us will ever know

**1058. Juanita Wright**

Compton, CA 90220

**1059. Elgin Trammell**

Compton, CA 90221

**1060. Pepper Collins-McCoy**

East Rancho Dominguez, CA 90221

**1061. Elgin Trammell**

Compton, CA 90221

**1062. Bill Hessel**

Culver City, CA 90230

As an octogenarian grandfather who has loved the outdoors the nature has provided for us, and want my grandchildren to live to enjoy it too, I hate to see the degradation that has been allowed to occur to our natural environment.

**1063. Isak Ziegner**

Culver City, CA 90230

I can literally see the pollution as it settles on my window sills and outdoor surfaces. There is black soot on my fruit trees and my window sills. We can do better. Every person breathes air.

**1064. Elizabeth Coombs**



Culver City, CA 90230

I have asthma, and I live in Los Angeles. I am acutely aware of how emissions affect human health. There is no reason why Californians, who are always on the vanguard of environmental safeguards, can't make these important changes.

**1065. Yvonne Teofan**

CULVER CITY, CA 90230

I have been coughing since January of 2018. I live near the coast, and I've developed allergies which I have never had in my entire life (I'm 73 years old). A pulmonary specialist at Kaiser told me that she has seen allergies increase and attributes it to the CA drought. It is about to rain, and I'm coughing far less. I almost feel normal. This is all a result of global warming. Clean up our air - I'm sick of breathing dirty air.

**1066. Robert Scott**

Culver City, CA 90230

I used to drive across Sepulveda Pass and see the purple-brown air of the San Fernando Valley, "Clean air efforts" have made visible improvements; we must keep active and vigilant to maintain the past's improvements and continue our efforts to make the air cleaner for our future.

**1067. Ginny Kollewe**

Culver City, CA 90230

Please help cut down on dangerous pollution. We need our government to adopt the indirect rule that prioritizes investments in zero emission vehicles and electrification. Being able to breathe clean, healthy air is a necessity for life.

**1068. Isabel Hausrath**

Culver City, CA 90230

please, climate change is the most important issue humans have ever faced and any action against it is good action

**1069. Karen Espanol**

Culver City, CA 90230

Unhealthy, noxious air affects everyone, even you!

**1070. Teresa Raschilla**

Culver City, CA 90230

We are resourceful and ingenious - better solutions are available, and now we need to invest in them.



# SIERRA CLUB

**1071. Nicole Mensinger**

Culver City, CA 90230

We can do better! Big businesses like Amazon can buy electric or clean vehicles to sacrifice people's lives. People are a million times more valuable than commerce and ?stuff?.

**1072. Kristen O'Connor**

Culver City, CA 90230

**1073. Kristina Fukuda**

Los Angeles, CA 90230

**1074. Cecilia Wieslander**

Culver City, CA 90230

**1075. Rosalind Sawyer**

Culver City, CA 90230

**1076. Brian Rutkin**

Culver City, CA 90230

**1077. Heath Row**

Culver City, CA 90230

**1078. Phoebe Liebig**

Culver City, CA 90230

**1079. Larry Powell**

Culver City, CA 90230

**1080. Carly Johann**

Culver City, CA 90230

**1081. Ewan Clow**

Culver City, CA 90230

**1082. Dorit Hanover**

Culver City, CA 90230



# SIERRA CLUB

**1083. David And Sookne**

Culver City, CA 90230

**1084. Heather Schraeder**

Culver City, CA 90230

**1085. Jo Ellen Young**

Culver City, CA 90230

**1086. Gov Hutchinson**

Culver City, CA 90230

**1087. David Mizser**

Culver City, CA 90230

**1088. Paul Statman**

Culver City, CA 90230

**1089. David Warshaw**

Culver City, CA 90230

**1090. Marlene Finer**

Culver City, CA 90230

**1091. Chieh Chu**

Culver City, CA 90230

**1092. Toshiro Tokunaga**

Culver City, CA 90230

**1093. Ken Seman**

Culver City, CA 90230

**1094. Patricia Hart**

Culver City, CA 90230

**1095. Josh Chesler**

Culver City, CA 90230





# SIERRA CLUB

**1096. Eliane Wilk**

Culver City, CA 90230

**1097. Susannah Baxendale**

Culver City, CA 90232

**1098. Crystal May Morgan**

Culver City, CA 90232

**1099. Katrina Szabo**

Culver City, CA 90232

**1100. Shifra Teitelbaum**

Culver City, CA 90232

**1101. Scott Henderson**

Culver City, CA 90232

**1102. Jill Davine**

Culver City, CA 90232

**1103. Greg Cahill**

Culver City, CA 90232

**1104. Jill D**

Culver City, CA 90232

**1105. Howard Strauss**

Culver City, CA 90232

**1106. Rich Waters**

Culver City, CA 90232

**1107. Patrizio Paratelli**

Culver City, CA 90232

**1108. Brian Frange**

Culver city, CA 90232



**1109. Emily Lindsey**  
Culver City, CA 90232

**1110. Andres Echeverria**  
Culver City, CA 90232

**1111. Diego Gavilanes**  
Culver City, CA 90232

**1112. Julie Strom**  
Culver City, CA 90232

**1113. Noemi Velasquez**  
Downey, CA 90240

I have 3 kids I worry about constantly. At daycare, at school, anything could happen. I do not want to be worried about the air they breathe.

**1114. Anita Rivero**  
Downey, CA 90240

We need to protect the air we breathe as well as protect our children's future from the climate change emergency caused by polluting fossil fuels. Please mandate clean energy trucks that use battery, hybrid or hydrogen technology

**1115. Michael Capalbo**  
Downey, CA 90240

**1116. Brenda Street**  
Downey, CA 90241

**1117. Rodrigo Coba**  
Downey, CA 90241

**1118. Sylvia Lopez**  
Downey, CA 90241

**1119. Disa Balderama**  
Downey, CA 90241

**1120. Martha Sanchez**



Downey, CA 90241

**1121. Thomas Friedman**

Downey, CA 90241

**1122. Celeste Ybarra**

Downey, CA 90241

**1123. Sharon Byers**

Downey, CA 90242

This will help reduce the impact of climate change.

**1124. Danielle Meierotto**

Downey, CA 90242

**1125. Daniel Troyo**

Downey, CA 90242

**1126. Tomasa Osorio**

Downey, CA 90242

**1127. Vernon Clement**

Gardena, CA 90242

**1128. Maria Montag**

El Segundo, CA 90245

All of our neighbors in Southern California deserve to breath clean air. Cleaning up the emission from trucks would be wonderful first step.

**1129. David Shreve**

El Segundo, CA 90245

I have to live here and breathe the air these people pollute. Please help!

**1130. Jane Alcalá**

El Segundo, CA 90245

**1131. joel okada**

El Segundo, CA 90245



**1132. Donna Erie**

El Segundo, CA 90245

**1133. Florence Hoffert**

El Segundo, CA 90245

**1134. Thomas Cowan**

El Segundo, CA 90245

**1135. Rosalie Preston**

Gardena, CA 90247

I live near the 110 Harbor Freeway and am impacted by the fine particulate matter which is generated from all of the trucks on the freeway and entering and exiting onto Redondo Beach Blvd.

**1136. Gail Watanabe**

Gardena, CA 90247

My lungs are very sensitive and 40 years ago the Chiropractor was amazed that my lungs were grey even though I was a varsity volleyball player. The smog was so thick when I was younger that we would cry as it hurt our eyes so much. Now as I near 70 even walking on the street will cause me to cough and don't let a smoker come near me. I think we all deserve to not have our personal space not POLLUTED by other people's BAD habits be it smoke or smog!!!

**1137. Gabriella Veliz**

Gardena, CA 90247

The Earth is our home and we need to take care of it so it will continue to take care of us, and that includes having clean, fresh air which provides oxygen for us to breathe, which is essential for us to be alive.

**1138. Hweiju Yu**

Gardena, CA 90247

**1139. Tessa Adler**

San Pedro, CA 90248

There are a lot of trucks here in San Pedro and a lot of oil refineries down here and in Torrance spewing out black smoke and even with my car windows up it burns my eyes and makes me cough. I do not smoke therefore this is from polluted air. Clean it up!

**1140. H Stone**



Gardena, CA 90249

I have two children and two grandchildren with asthma! We all are being harmed by air pollution. Air and climate in general should be the top concerns of the world!

**1141. Lee Doolan**

Gardena, CA 90249

My lungs are price-less to me...

**1142. ERICA JOHNSON**

Gardena, CA 90249

**1143. Candace Slivinski**

Hawthorne, CA 90250

Clean air and water are the base of our existence.

**1144. Francisco Velasquez**

Perris, CA 90250

Earth's slowly disintegrating due to climate change, a small change can lead to a big difference

**1145. Caris Jackson**

Hawthorne, CA 90250

I want to breathe clean air and I also want the future to breathe clean air.

**1146. Debra Jones**

Hawthorne, CA 90250

Please be the great agency I know you can be and adopt a STRONG Indirect Source Rule that will reign in emissions and pollution from cargo equipment including trucks and heavy-duty vehicles, distribution centers, ports, airports and rail yards.

**1147. Frank Hinterberger**

Hawthorne, CA 90250

What is the price of health? What is the price of a life? How do corporate profit, and shareholders, and greed, how do these things matter more? In the balance of humanity over the bottom line, they don't. Keep in mind the air you pollute is the air you breathe as much as the rest of us, and there are diseases for which there is no cure, not even that you're money can buy. You're in the same boat as the rest of us, so it raises the question, 'What are your priorities?'

**1148. Janet Gardner**



Hawthorne, CA 90250

**1149. Frank Selig**

Hawthorne, CA 90250

**1150. Elaine Andrianos**

Hawthorne, CA 90250

**1151. Steven Lux**

Hawthorne, CA 90250

**1152. Susan R. Barker**

Hawthorne, CA 90250

**1153. Mary Murphy**

Hawthorne, CA 90250

**1154. Greg Pearl**

Heemosa Beach, CA 90254

California must take the lead on air pollution prevention.

**1155. Richard Morris**

Hermosa Beach, CA 90254

I want clean air for myself and everyone to breathe. As LA transforms itself with ever greater density and traffic, we must ensure air quality continually improves. Accelerating the transition to zero emission vehicles must be the highest priority is all.

**1156. Bonnie Cohn**

Hermosa Beach, CA 90254

Raise awareness of increased air pollution from engines running at idle. Not just at ports and warehouses but public workers all over taking breaks in city vehicles with AC on and windows rolled up

**1157. Vicki Hanson**

Hermosa Beach, CA 90254

This is the most important thing we must accomplish. We are already feeling the effects of climate disruption that scientists have been warning about for decades. Our time is up. We must act now and take every measure we can to ensure a livable environment for the next few decades.



# SIERRA CLUB

**1158. Sharon Torrasi**

Hermosa Beach, CA 90254

**1159. Jasmine Congdon-Ng**

Hermosa Beach, CA 90254

**1160. David Aloisi**

Hermosa Beach, CA 90254

**1161. Suzanne Scott**

Hermosa Beach, CA 90254

**1162. Ronald Fransz**

Hermosa Beach, CA 90254

**1163. William Briggs**

Hermosa Beach, CA 90254

**1164. Douglas Gardner**

Hermosa Beach, CA 90254

**1165. Julie Miller**

Hermosa Beach, CA 90254

**1166. Dennis Tafoya**

Hermosa Beach, CA 90254

**1167. Dency Nelson**

Hermosa Beach, CA 90254

**1168. F. R. Eguren**

Hermosa Beach, CA 90254

**1169. Cindy Long**

Hermosa Beach, CA 90254

**1170. Raj Rajkumar**

Hermosa Beach, CA 90254



# SIERRA CLUB

**1171. Nicole Tenpas**

Hermosa Beach, CA 90254

**1172. Leslie Adkins**

Culver City, CA 90254

**1173. Stephanie Zuniga**

Huntington Park, CA 90255

**1174. Robert A Rodríguez Vasquez**

Huntington Park, CA 90255

**1175. Pedro Ivan Montano**

Huntington Park, CA 90255

**1176. Blu Bluestein**

Lawndale, CA 90260

**1177. Vanessa Valdovinos**

Lynwood, CA 90262

**1178. Rob Guilmette**

Long Beach, CA 90262

**1179. Mary Higgins**

Malibu, CA 90264

I like to breathe clean air! Thank you very much.

**1180. Lynne Miller**

Malibu, CA 90265

I have problems breathing due to weakened lungs. Any pollutants make it very difficult for me to breath. Please create stronger, enforceable regulations against pollution from our ports and warehouses. Thanks!

**1181. Lonnie Gordon**

Malibu, CA 90265

Our air quality has diminished over the years and is now causing many upper respiratory problems. This must be remedied sooner rather than later.





**1182. Deborah Collodel**

Malibu, CA 90265

the time is NOW, climate change is happening and we cannot ignore science any more. Please prioritize zero emission vehicles and lets move toward a greener tomorrow. Our planet is at stake and all of us with it.

Thank you

**1183. Michele Swain**

Malibu, CA 90265

There are so many particulates in the air now from the fires too.

**1184. Debbie Zak**

Malibu, CA 90265

Well, let's see. WE like to breathe clean air for one. Would also like to keep our planet for any more global warming. Would be nice if future generations could also breathe and enjoy the planet before it's not too late.

Thanks

**1185. Mark Masi**

Malibu, CA 90265

**1186. Sieglinde Morrent-Swerdlow**

Malibu, CA 90265

**1187. Marie Wexler**

Malibu, CA 90265

**1188. Barbara Wadkins**

Malibu, CA 90265

**1189. Muriel Kotin**

Malibu, CA 90265

**1190. Richard Reynolds**

Malibu, CA 90265

**1191. Stevie Sugarman**

Malibu, CA 90265



# SIERRA CLUB

**1192. Todd Montgomery**

Malibu, CA 90265

**1193. Robert Seltzer**

Malibu, CA 90265

**1194. Georgia Goldfarb**

Malibu, CA 90265

**1195. RENATE DOLIN**

Malibu, CA 90265

**1196. Bruce Howard**

Malibu, CA 90265

**1197. Matthew Kline**

Malibu, CA 90265

**1198. Maurice & Leeann Robinson**

Manhattan Beach, CA 90266

keep the air clean!

**1199. Laura Lind**

Manhattan Beach, CA 90266

The technology exists to have trucks that do not pollute our air. There is no reason not to work on making companies clean up their trucks. Do it now! Our health depends upon it.

**1200. Stephanie Klakovich**

Manhattan Beach, CA 90266

This is an important matter. We need to protect the air we all breathe.

**1201. Jacklyn & Robert Loughbom**

Manhattan Beach, CA 90266

We have no more time to help our planet and ourselves

**1202. Joanne Hadley**

Manhattan Beach, CA 90266

We the people deserve clean air and a governing board that seriously reverses climate change.



# SIERRA CLUB

**1203. Deborah Arnold**

Manhattan Beach, CA 90266

while the rest of the world goes towards 0 emissions, we do nothing. this is very important to the continued health of the planet for my grandchildren, and their grandchildren.

**1204. Caroline Graeff**

Manhattan Beach, CA 90266

**1205. Dash Porter**

Manhattan Beach, CA 90266

**1206. Kathy Fujimoto**

Manhattan Beach, CA 90266

**1207. Alice Neuhauser**

Manhattan Beach, CA 90266

**1208. Stuart Riddle**

Manhattan Beach, CA 90266

**1209. Maria Emmetti**

Manhattan Bch, CA 90266

**1210. Pam Mckniff**

Manhattan Beach, CA 90266

**1211. Kathleen Cafiero**

Manhattan Beach, CA 90266

**1212. Maurice Robinson**

Manhattan Beach, CA 90266

**1213. Julia Adema**

Manhattan Beach, CA 90266

**1214. Mari G Jacobson**

Manhattan Beach, CA 90266



# SIERRA CLUB

**1215. Connie Koenig-maloney**  
Manhattan Beach, CA 90266

**1216. Karla Devine**  
Manhattan Beach, CA 90266

**1217. Jane Munson**  
Manhattan Beach, CA 90266

**1218. John Wilcox**  
Manhattan Beach, CA 90266

**1219. Sara Katz**  
Manhattan Beach, CA 90266

**1220. Gina Varieschi**  
Manhattan Beach, CA 90266

**1221. Sally O'Mara**  
Manhattan Beach, CA 90266

**1222. Dan Esposito**  
Manhattan Beach, CA 90266

**1223. Karen Profet**  
Manhattan Beach, CA 90266

**1224. Eric Darling**  
Manhattan Beach, CA 90266

**1225. Braden Sanborn**  
Manhattan Beach, CA 90266

**1226. Marisa Landsberg**  
Manhattan Beach, CA 90266

**1227. Alice Neuhauser**  
Manhattan Beach, CA 90266



**1228. Thomas Conroy**

Manhattan Beach, CA 90266

**1229. Jim Murray**

Manhattan Beach, CA 90266

**1230. Kristen Edwards**

Manhattan Beach, CA 90266

**1231. Jacklyn Loughbom**

Manhattan Beach, CA 90266

**1232. Rita Weisheit**

Manhattan Beach, CA 90266

**1233. Caryn Miller Katz**

Manhattan Beach, CA 90266

**1234. Carissa Ritchey**

Manhattan Beach, CA 90266

**1235. Susan Manley**

Maywood, CA 90270

Bad air quality has impacted the health of my mother and me. I do not want this to happen to others.

**1236. Amy Smith**

Pacific Palisades, CA 90272

Air in Los Angeles is getting worse and worse and young children, the elderly and those with breathing problems are suffering. Investing in zero emission vehicles and electrification must happen - why put it off. Go big now and be the hero later. Let's Go Green!

**1237. karina maher**

Pacific Palisades, CA 90272

As a pediatrician, I know that improving the quality of our air is crucial to our children's and our own health. I urge you to take action to decrease truck emissions now.

Thank you

**1238. Kristine Wyatt**



Pacific Palisades, CA 90272

it seemed that, for a while anyway, our air was getting better, and then it stopped improving. we are learning more and more about the detrimental effects of pollution, especially on our children and elderly. it is particularly heinous that, knowing this, we don't do anything to remedy the situation. we have the technology, we have the skills, we just need the will.

**1239. Tim Hayes**

Pacific Palisades, CA 90272

To paraphrase the old saying about when to plant a tree, the best time to reduce fossil fuel based pollution was twenty years ago, the next best time is NOW! Quickly moving away from fossil fuel is my number one priority as a voter.

**1240. Helen Hill**

Pacific Palisades, CA 90272

We are getting further and further away from our natural state of being. I honestly cannot imagine why people would not want to have clean air and water. Can greed be that powerful? I love my Tesla and feel guilt free driving it Please do your part.

**1241. Geoffrey Symcox**

Pacific Palisades, CA 90272

**1242. Mark Rhomberg**

Pacific Palisades, CA 90272

**1243. Danielle Zucker**

Pacific Palisades, CA 90272

**1244. Eric Reyes**

Pacific Palisades, CA 90272

**1245. Manuel Wong**

Pacific Palisades, CA 90272

**1246. Jane Crist**

Pacific Palisades, CA 90272

**1247. Heather Keller**

Pacific Palisades, CA 90272



# SIERRA CLUB

**1248. Kelly Peterson**

Pacific Palisades, CA 90272

**1249. Eric Ericson**

Pacific Palisades, CA 90272

**1250. Jennifer Kim Zeller**

Pacific Palisades, CA 90272

**1251. Michael Klotz**

Pacific Palisades, CA 90272

**1252. Maureen Mcgee**

Pacific Palisades, CA 90272

**1253. Kenneth Yates**

Pacific Palisades, CA 90272

**1254. Kimberly Simi**

Pacific Palisades, CA 90272

**1255. Christine Amos**

Pacific Palisades, CA 90272

**1256. Susan Orenstein**

Pacific Palisades, CA 90272

**1257. Sarah Murdoch**

Pacific Palisades, CA 90272

**1258. Dale Goldie**

Pacific Palisades, CA 90272

**1259. Sanda Jasper**

Pacific Palisades, CA 90272

**1260. Brad Sausser**

Pacific Palisades, CA 90272



# SIERRA CLUB

**1261. Mo McGee**

Pacific Palisades, CA 90272

**1262. Camryn Davis**

Pacific Palisades, CA 90272

**1263. Jennifer Zeller**

Pacific Palisades, CA 90272

**1264. Nichola Dunne**

Pacific Plsds, CA 90272

**1265. Kelly magner**

Palos Verdes Estates, CA 90274

It's air! The thing that keeps us alive. We should be working together to be better stewards of our health and of the earth, it's a no brainer.

**1266. David Bernstein**

Palos Verdes Peninsula, CA 90274

**1267. Stacey Nozaki**

Palos Verdes Estates, CA 90274

**1268. Peter Boyland**

Palos Verdes Peninsula, CA 90274

**1269. Suzanne Weitz**

Rolling Hills Estates, CA 90274

**1270. Alicia Kern**

Palos Verdes Peninsula, CA 90274

**1271. Audrey Jin**

Palos Verdes Estates, CA 90274

**1272. Simone Kuhfal**

Rolling Hills Estates, CA 90274

**1273. Lara Hanlon**





Rolling Hills Estates, CA 90274

**1274. Marcy Vincent**

Rancho Palos Verdes, CA 90275

I'm affected every day by respiratory difficulties related to the dirty air we breathe, and the seriousness of this problem in Southern California is shocking.

We can do much better, and I urge you to take strong and immediate action, including investing in clean technology.

**1275. Judith Herman**

Rancho Palos Verdes, CA 90275

Living near the busiest port in the U.S., I am well aware of air pollution generated by trucks moving in and out of the Port of Los Angeles.

**1276. Sharon Faust**

Rancho Palos Verdes, CA 90275

The air pollution near highways is very damaging to human lungs we can easily change this by using other energy sources. Please help with this!

Thanks

Sherry Faust

**1277. Caryl Schwartz**

Rancho Palos Verdes, CA 90275

Truck pollution can be devastating for young children whose homes are close to freeways. There are so many trucks on the road that zero emission vehicles can make a large impact.

**1278. Alfred Cellier**

Rancho Palos Verdes, CA 90275

We have a clear view of the UN-clear air to the east of us from our Palos Verdes home. The failure to clean it up is a disgrace!

**1279. Alfred Sattler**

Rancho Palos Verdes, CA 90275

We need to make all our transportation carbon-free ASAP. No more health-destroying air pollution. You can see the air pollution from Diamond Bar.

**1280. Gregory Doty**

Rancho Palos Verdes, CA 90275



# SIERRA CLUB

Your children and loved ones have to breathe the same air. Let's make a better world for the future.

**1281. Frances Tarlow**

Rancho Palos Verdes, CA 90275

**1282. Kenneth Daponte**

Rancho Palos Verdes, CA 90275

**1283. Elizabeth Kennedy**

Rancho Palos Verdes, CA 90275

**1284. Pat Nevimaguire**

Rancho Palos Verdes, CA 90275

**1285. Cordi Koga**

Rancho Palos Verdes, CA 90275

**1286. Robert Bessen**

Rolling Hills Estates, CA 90275

**1287. Skylar Sharp**

Rancho Palos Verdes, CA 90275

**1288. Rachel Munn**

Rancho Palos Verdes, CA 90275

**1289. Judy Bradford**

Rancho Palos Verdes, CA 90275

**1290. Blake McLean**

Rancho Palos Verdes, CA 90275

**1291. Carollynn Bartosh**

Rancho Palos Verdes, CA 90275

**1292. S Barryte**

Rancho Palos Verdes, CA 90275



# SIERRA CLUB

**1293. David Young**

Rancho Palos Verdes, CA 90275

**1294. Heather White**

Rancho Palos Verdes, CA 90275

**1295. Joseph Chang**

Rancho Palos Verdes, CA 90275

**1296. James Samis**

Rancho Palos Verdes, CA 90275

**1297. Linda Nietes-Little**

Rancho Palos Verdes, CA 90275

**1298. Davis Montalvan**

Rancho Palos Verdes, CA 90275

**1299. Ximena Morales**

Rancho Palos Verdes, CA 90275

**1300. Ellen Ebert**

Rancho Palos Verdes, CA 90275

**1301. Karin Zilliacus**

Rancho Palos Verdes, CA 90275

**1302. Kimberly Coulter**

Rancho Palos Verdes, CA 90275

**1303. Sophia Kang**

Rancho Palos Verdes, CA 90275

**1304. Ann Chaffey**

Rancho Palos Verdes, CA 90275

**1305. Pay Nevimaguire**

Rancho Palos Verdes, CA 90275



**1306. Colby Allerton**

Redondo Beach, CA 90277

A sustainable future sustains us all

**1307. Michelle Cullen**

Redondo Beach, CA 90277

As humans we are directly affected by air pollution. It puts us at a higher risk of having respiratory issues. Additionally, air pollution destroys the ozone layer. As the ozone continues to diminish in size, Earth becomes more and more prone to global warming. Global warming, as you know, has a myriad of negative effects. Our days become hotter, leading to more drought, and it destroys the ecosystems of animals who live in cold areas.

Air pollutants also contaminate plants and water. As humans, we consume these products thus making its way up the food chain, eventually to us. Humans.

Please consider this message with thought and consider implementing regulations that will limit the amount of emissions we as humans release.

**1308. Mary Roberts**

Redondo Beach, CA 90277

C?mon!

**1309. Gemma Scharfenberger**

Redondo Beach, CA 90277

I am 77 and fighting cancer and have some new breathing problems. I need and everyone needs decent air to breathe. You can help to make decent air possible.

Do your job and act accordingly.

**1310. Judith Sartor**

Redondo Beach, CA 90277

I urge you to take significant steps that will rapidly move us into a clean energy future and make us an example for the nation to follow.

**1311. Brian McCarthy**

Redondo Beach, CA 90277

On a clear day, you can see the brown haze build up in directly above the freeways all across Southern California. Big changes like this take time to implement. We need to get started now, as technology is coming out that provides alternatives to internal combustion trucks, so that we can influence the technology as it matures and provide the best incentives to help it grow quickly.



**1312. Crystal Church**

Redondo Beach, CA 90277

Please act now! I suffer from asthma and worry about my son developing it here too. I know the climate science and fear for all our futures... make California the beacon of what change can be made once again! We did it with o

**1313. Alida Naumann**

Redondo Beach, CA 90277

Southern California has a history of being a smog-filled basin. I remember first-hand the days as a child that I couldn't walk the one mile to my neighborhood swimming pool because of the poor air quality. It's up to us to set a standard to protect our residents, and ultimately to protect the planet's citizens. Move towards clean air just as fast as we possibly can!

**1314. Louisa Bonnie**

Redondo Beach, CA 90277

Time is running out to stop the climate from warming . Let's push for clean zero emission vehicles. California needs to preserve its water source in the mountains - the snow!- and stopping CO2 emissions will enable Californians to have that source of water. Time is of the essence. Go electric! Go solar!

**1315. Mecky Myers**

Redondo Beach, CA 90277

we have several family members with breathing problems. We DESPERATELY NEED CLEAN AIR!!!

**1316. Evelyn Spencer**

Redondo Beach, CA 90277

we shall not go backwards. we must take our responsibility seriously and to heart.

**1317. Anja Von Gesjen**

Anja, CA 90277

What's the point of generating wealth, securing & shipping goods if not to protect & provide for the general (& urgent/ vital) wellbeing, health, safety security & continuing opportunities for the people/ citizenry for & by which this land, the uniting of states- it's people, and the constitution/ laws that provide for any secure us and our posterity/ future generations? And we can not protect/ secure/ provide for nor economically support ANY of us, nor our state/ country if we don't wholly, effectively & urgently protect/ preserve our most fundamental natural resources... that which sustains all of our lives & is vital for our health- our AIR! (& our water, soil, our ecosystem)



# SIERRA CLUB

Really nothing is more important than that. Yesterday was the time but today is second best because tomorrow is too late. It's time!

**1318. Anne Andersen**

Redondo Beach, CA 90277

You are breathing this air too. Everyone deserves to breath clean air! My health and your health depend on clean air!

**1319. Mike Huwe**

Redondo Beach, CA 90277

**1320. Wendy Pratt**

Redondo Beach, CA 90277

**1321. Michele Smith**

Redondo Beach, CA 90277

**1322. Lorrie Kazan**

Redondo Beach, CA 90277

**1323. Doug Bender**

Redondo Beach, CA 90277

**1324. Melanie Cohen**

Redondo Beach, CA 90277

**1325. Paul Schlichting**

Redondo Beach, CA 90277

**1326. Khrystle Montallana**

Redondo Beach, CA 90277

**1327. Jack Coble**

Redondo Beach, CA 90277

**1328. Lisa Perry**

Redondo Beach, CA 90277

**1329. John Tebbens**



# SIERRA CLUB

Redondo Beach, CA 90277

**1330. Diane Jackson**

Redondo Beach, CA 90277

**1331. Marco Khanlian**

La Crescenta, CA 90277

**1332. Matthew Davison**

Redondo Beach, CA 90277

**1333. Diana Waters**

Redondo Beach, CA 90277

**1334. Laurel Cameron**

Redondo Beach, CA 90277

**1335. Mecky & Jay Myers**

Redondo Beach, CA 90277

**1336. Jeff Matsuno**

Redondo Beach, CA 90277

**1337. Amber Maron**

Redondo Beach, CA 90277

**1338. Cheryl Tchir**

Redondo Beach, CA 90277

**1339. Eve Reymond**

Redondo Beach, CA 90277

**1340. Leslie Cl**

Redondo Beach, CA 90277

**1341. Luz Ayala**

Redondo Beach, CA 90277

**1342. Dessy Wilson**



Redondo Beach, CA 90278

Clean air Clean water two most important things on Esrtj

**1343. Orpha Dess Wilson**

Redondo Beach, CA 90278

Clean air is SO NECESSARY

I live close de to Exxon plant and at night it stinks so bad and morning everything covered with grey ash

2 of my cats got Asthma?

**1344. Chris Albertson**

Redondo Beach, CA 90278

Electric power can save money in the long run but what is needed is a way to finance it. SOme sort of public/private lease or loan that is paid for in fuel savings.

Truckers pay a lot for diesel and going electric would save them 100% of that cost. Just need to way to finance this. A finance program backed by a requirement for zero pollution could work.

**1345. Orphadess Wilson**

Redondo Beach, CA 90278

Grandchildren

Great Grandchildren

Great great Grandchildren

**1346. Edrees Hatf**

Redondo Beach, CA 90278

If we can't put clean air, the most basic necessity of life, as a priority, why are we really doing? This is critical issue that boils down to life or death, and this is why I am signing the petition to give everyone their right to have access to air that doesn't kill them!

**1347. Jennifer Ando**

Redondo Beach, CA 90278

Lung health is especially important now with Covid 19 being a respiratory illness. Everyone deserves clean air.

**1348. Paul Averill Liebow**

Redondo Beach, CA 90278

MY WIFE IS ASTHMATIC AND I QAM FINDING THAT I AM BECOMING ASTHMATIC IN LATER LIFE!  
AND I AM A 75 YO RETIRED ER DR. WITH A HEART TRANSPLANT AND NOW DIABETES





**1349. G.P. Suddeth**

Redondo Beach, CA 90278

Nothing a human being does in life is more unavoidable than breathing. Nothing is more unconscionable than a failure to do everything possible to assure that breathing is not dangerous.

**1350. Kayla N**

Redondo Beach, CA 90278

Our carbon footprint is too high, it is imperative that we cut down and invest in sustainable electric vehicles!

**1351. Thomas Axberg**

Redondo Beach, CA 90278

Please promote zero emissions transportation so that our air quality will be the best in the nation.

**1352. Adele Gleichman**

Redondo Beach, CA 90278

Residents of Southern California need to breathe cleaner air in order to live healthier lives. Technology currently exists for cargo to be moved with non polluting equipment. Make it a requirement!

**1353. Jane Affonso**

Redondo Beach, CA 90278

So many children suffer from asthma because we don't insist that transportation companies clean up their exhaust. Please stand up to them for the sake of our children.

**1354. Linda Fors**

Redondo Beach, CA 90278

We have to switch over to clean energy. Have to!!! Don't the rich oil companies, etc., realize it's the same air that they and their loved ones are breathing!!!!!!

**1355. Dan Elder**

Redondo Beach, CA 90278

We need to pursue every avenue for cleaning up the air in the Los Angeles basin and other areas of the state impacted by poor air quality.

**1356. Leslie Winston**

Redondo Beach, CA 90278



# SIERRA CLUB

**1357. Jenifer Morgan**

Redondo Beach, CA 90278

**1358. Supporter Unknown**

Redondo Beach, CA 90278

**1359. Cheryl Townsend**

Redondo Beach, CA 90278

**1360. Kelson Vibber**

Redondo Beach, CA 90278

**1361. Milena Sergieva**

Redondo Beach, CA 90278

**1362. Jacqueline Cochrane**

Redondo Beach, CA 90278

**1363. amrit khalsa**

Redondo beach, CA 90278

**1364. Sheri Kapust**

redondo beach, CA 90278

**1365. Theresa Cannon**

Redondo Beach, CA 90278

**1366. Joan Forman**

Redondo Beach, CA 90278

**1367. Susan Postert**

Redondo Beach, CA 90278

**1368. Alma Gutierrez**

Redondo Beach, CA 90278

**1369. alma pilar gutierrez**

Redondo Beach, CA 90278



# SIERRA CLUB

**1370. Mía Jablonka**

Redondo Beach, CA 90278

**1371. Bernard Elias**

Redondo Beach, CA 90278

**1372. Patrick Bonner**

South Gate, CA 90280

I live in South Gate, between the 710 and 110 Freeways. When I travel on the 710, there are often more trucks than passenger vehicles on the road.

**1373. Karen Callahan**

South Gate, CA 90280

**1374. Rachel Ross**

South Gate, CA 90280

**1375. Yessenia Quintero**

South Gate, CA 90280

**1376. Katherine Ruiz**

South Gate, CA 90280

**1377. Joe Futterer**

Topanga, CA 90290

Everyone's health, Climate change

**1378. Susan Hanger**

Topanga, CA 90290

It is California that must lead the way on a clean energy future, if we are to have any kind of future at all. Please do your part!

**1379. Andrew Bush**

Topanga, CA 90290

My kids love here and love California! Please do this for their future! Thanks!

**1380. Andrea Walker**

Topanga, CA 90290



No one likes to breed exhaust, and some communities so for a lot more than the rest of us. This is not fair for innocent children.

**1381. Dr. Jed Fuhrman**

Topanga, CA 90290

This is important to all of us. I know the science. I am a professor of biology, fellow of the American Academy of Arts and Sciences, author of over 200 peer reviewed papers cited over 30,000 times.

**1382. Megan Grieco**

Topanga, CA 90290

What is more critical than the air we breath? The air our children and pets breath? Not to mention our global environmental crisis! Let's do what we can right here!

**1383. Supporter McBride**

Topanga, CA 90290

**1384. Deborah Kashinsky**

Topanga, CA 90290

**1385. Adolfo Bermeo**

Topanga, CA 90290

**1386. David Phillips**

Topanga, CA 90290

**1387. Karen Seeberg**

Topanga, CA 90290

**1388. Ofer Sapir**

Topanga, CA 90290

**1389. Hilary Kimblin licht**

Topanga, CA 90290

**1390. Dan Larson**

Topanga, CA 90290

**1391. Penelope Ward**



# SIERRA CLUB

Topanga, CA 90290

**1392. Kenneth Wheeland**

Topanga, CA 90290

**1393. Lindsay Sharp**

Topanga, CA 90290

**1394. Joan Andersson**

Topanga, CA 90290

**1395. Sandra Sonderling**

Topanga, CA 90290

**1396. Joseph Futterer**

Topanga, CA 90290

**1397. Julie Ries**

Topanga, CA 90290

**1398. Marjory Harper**

Topanga, CA 90290

**1399. Kenneth Miller**

Topanga, CA 90290

**1400. Malcolm Groome**

Topanga, CA 90290

**1401. Jon Povill**

Topanga, CA 90290

**1402. Beth Goode**

Topanga, CA 90290

**1403. Jaime Nahman**

Topanga, CA 90290

**1404. Elizabeth G**



# SIERRA CLUB

Topanga, CA 90290

**1405. Tina Dekwaadsteniet**

Topanga, CA 90290

**1406. Chad Scheppner**

Topanga, CA 90290

**1407. Petra Sapir**

Topanga, CA 90290

**1408. Ron Charbonneau**

Venice, CA 90291

Children in the Inland Empire deserve a better future that includes cleaner air to breathe.

**1409. Robert Mutascio**

Venice, CA 90291

Going backwards on air pollution is NOT AN OPTION.

**1410. Patricia Berberich**

Venice, CA 90291

If we can do it, why not? Is not life and health more important than the status quo? Move forward!!

**1411. Mary-Jane Wagle**

Venice, CA 90291

It's absolutely time that we took every single step we can to keep our planet healthy, especially for those most vulnerable.

**1412. Avery Zia**

Venice, CA 90291

Keep air clean,

**1413. Ronald Rouda**

Venice, CA 90291

Last year a friend of mine died from lung cancer. He lived his life in Los Angeles. He was an attorney and the president of the California State Bar association. He was a non smoker and died in his 60s after battling lung cancer for years.



His funeral was attended by about a thousand people. He still had more to contribute. I am sure that Breathing unhealthy air in the Los Angeles basin was a contributing factor in his death. Also yesterday I received an email about a high school classmate of mine who grew up in west LA and played basketball at Hamilton HS and UCLA in the 60s died of lung cancer. He was 74. Real people real deaths, it's long past time to clean up the air. I also read about an EPA report that 500,000 diesel truck operators had disabled their smog control systems. It's time to eliminate diesel trucks as you cannot trust the operators to comply with emission reduction standards..

**1414. Brendan Miller**

Venice, CA 90291

Thank you!

**1415. Laura Stoland**

Venice, CA 90291

The government needs to be doing everything it can to support the growth and implementation of sustainable energy in all forms and in all sectors. Thank you.

**1416. Kim Simpson**

Venice, CA 90291

Truly how can anything be more important than BREATHING?!?!

**1417. Ingrid Mueller**

Venice, CA 90291

We are not kidding: another Few Billions of humans in the near and far-away Earth Future, and uncountable living species need to b r e a t h e...

**1418. Matthew Vasquez**

Venice, CA 90291

**1419. Anthony Castillo**

Long Beach, CA 90291

**1420. Judie Rosner**

Venice, CA 90291

**1421. Lanny Rudner**

VENICE, CA 90291



# SIERRA CLUB

**1422. Brian Canali**

Venice, CA 90291

**1423. Carol Reynes**

Venice, CA 90291

**1424. Vreni Merriam**

Venice, CA 90291

**1425. Claudia Foster**

Venice, CA 90291

**1426. Richard Anderson**

Venice, CA 90291

**1427. Kajsa Ingelsson**

Venice, CA 90291

**1428. Ehron Sidel**

Venice, CA 90291

**1429. Karen Brodtkin**

Venice, CA 90291

**1430. Jesse Croxton**

Venice, CA 90291

**1431. Josephine van Willigenburg**

Venice, CA 90291

**1432. Antonia Powell**

Venice, CA 90291

**1433. Frederique Joly**

Venice, CA 90291

**1434. Laura Amazzone**

Venice, CA 90291





# SIERRA CLUB

**1435. Rana Haugen**  
Venice, CA 90291

**1436. Mary Cross**  
Venice, CA 90291

**1437. Julia Zellie**  
Venice, CA 90291

**1438. Johnny Blades**  
Venice, CA 90291

**1439. Cyndi Kahn**  
Venice, CA 90291

**1440. Arnaud Dunoyer**  
Venice, CA 90291

**1441. April Kelley**  
Venice, CA 90291

**1442. Lisa Garvey**  
Venice, CA 90291

**1443. Joel Isaacs**  
Venice, CA 90291

**1444. Cindy Chambers**  
Venice, CA 90291

**1445. Casey Coates Danson**  
Venice, CA 90291

**1446. Bria Canal**  
Venice, CA 90291

**1447. Jessy Greene**  
Venice, CA 90291



**1448. omar beqaj**

venice, CA 90291

**1449. Rosa Martinez**

Venice, CA 90291

**1450. David Leitch**

Venice, CA 90291

**1451. Roxanne Steinberg**

Venice, CA 90291

**1452. John Howard**

Venice, CA 90291

**1453. Celia Williams**

Venice, CA 90291

**1454. Denise Domergue**

Venice, CA 90291

**1455. Steven Mandel**

Marina Del Rey, CA 90292

This pollution really affects my daily life. Please give me some relief. I pay a lot of taxes. I would really like to be able to bleed clean air.

**1456. April Stocker**

Marina Del Rey, CA 90292

We deserve clean air.

**1457. Mark Haskin**

Marina Del Rey, CA 90292

We do have non fossil trucks coming soon. Help get them on road with tax breaks.

**1458. Jolina Mitchell**

Marina Del Rey, CA 90292

**1459. Merrill Rodin**

Marina Del Rey, CA 90292



# SIERRA CLUB

**1460. Karine Noel**

Marina Del Rey, CA 90292

**1461. Susan Monaster**

Marina Del Rey, CA 90292

**1462. Bern Dalo**

Los Angeles, CA 90292

**1463. Mariko Kahn**

Marina Del Rey, CA 90292

**1464. William L Clark**

Marina Del Rey, CA 90292

**1465. Sofia Blizzard**

Marina Del Rey, CA 90292

**1466. Nicole Lemaire**

Marina Del Rey, CA 90292

**1467. Laurie Treacy**

Marina Del Rey, CA 90292

**1468. Mir Faugno**

Playa Del Rey, CA 90293

Without Clean Air we are Dead.

Stop the Hot Air - Give us CleanAir

**1469. Christopher Neal**

Playa Del Rey, CA 90293

**1470. Rob Doucette**

Playa Del Rey, CA 90293

**1471. Julius Kukla**

Playa Del Rey, CA 90293



**1472. Paulette Doulatshahi**

Playa Del Rey, CA 90293

**1473. Sandy Banks**

Playa Del Rey, CA 90293

**1474. Jim Humphrey**

Playa Del Rey, CA 90293

**1475. Chris Dawson**

Playa Del Rey, CA 90293

**1476. Kevin Dafesh**

Playa Del Rey, CA 90293

**1477. Donna Young**

Playa Del Rey, CA 90293

**1478. Rd Plasschaert**

Venice, CA 90294

I want the air that I breathe to be safe for me to breathe.

I want it free of emissions.

I want you to represent me and prioritize investments in zero initial vehicles and electrification.

Thank you

**1479. David Ralicke**

Venice, CA 90294

please phase out the use of diesel trucks

thank you

D

**1480. Allison Rodriguez**

Upland, CA 90295

I recently tried out delivery driving for Amazon Flex. This is truly a lose, lose proposition for the environment and the labor force. It does not pay enough to cover gas for the hours and distance it requires. It is also incredibly polluting. The line of trucks to pick up 8 packages etc. then drive to each individuals house is ludicrous. This is a bad new age system of distribution of goods. There has got to be a quick reworking of this method for delivery of goods.



**1481. Tiffany Rosales**

Marina Del Rey, CA 90295

**1482. Susan Thompson**

Inglewood, CA 90301

**1483. Elvia Juarez**

Inglewood, CA 90301

**1484. Gina Lamb**

Inglewood, CA 90302

I have been driving a zero emissions vehicle since 2011 and love it...it's the least I can do for our environment. This is not a sacrifice unless you making big money from big oil. There is no excuse for continuing to extract and burn fossil fuels..the options are readily available today and wasn't even difficult to make the switch to zero emissions 10 years ago so what are we waiting for? Let's make our world a place that our children and grandkids can live and breathe in. If not, we have everything to lose!!!!

**1485. Cecilia Guevara**

Inglewood, CA 90302

Please preserve our lands, preserve our air but most of all preserve our lives as human beings on this beautiful planet.

**1486. Charlotte Williams**

Inglewood, CA 90302

**1487. Riley Buehler**

Inglewood, CA 90302

**1488. Stefan Herkewitz**

Inglewood, CA 90302

**1489. Jennifer Walters**

Inglewood, CA 90302

**1490. Jessica Koslow**

Inglewood, CA 90302

**1491. Nut Butterfly**



Inglewood, CA 90302

**1492. Sarah Pinho**

Inglewood, CA 90302

**1493. Carlos Echevarria**

Inglewood, CA 90302

**1494. Rachel Smith**

Inglewood, CA 90303

**1495. Linda Larsen**

Inglewood, CA 90304

**1496. Pat Vaughn**

Inglewood, CA 90305

**1497. Rha Nickerson**

Inglewood, CA 90308

**1498. Angela Hayden**

INGLEWOOD, CA 90310

WHY ARE WE KILLING OUR HOME....NOT LIKE WE CAN MOVE....PUT GREED ASIDE AND INVEST  
IN THE EARTH THAT GIVES US EVERYTHING WE NEED

**1499. Barbara Wolke**

Santa Monica, CA 90401

**1500. Joan Hackeling**

Santa Monica, CA 90401

**1501. Laurie Weichman**

Santa Monica, CA 90401

**1502. Lee Wasserwald**

Santa Monica, CA 90401

**1503. Daisy Josphe**

Santa Monica, CA 90401



# SIERRA CLUB

**1504. Robert Paskus**

Santa Monica, CA 90402

First it was smog then we find out about Santa Susanna and radioactive ground contamination. When are you just going to open up with the truth about it all: poison pharmaceuticals, lead pipes, lead paint, contaminated water, leaking pipes and oil platforms, soulless lying politicians are not satisfactory. What's the excuse JOBS? For who? Backing up Saudis or Israelis. Reds are our least worry. Obsession with money is a capital crime and I ain't going alone on this hell bound train.

**1505. James Cherry**

Santa Monica, CA 90402

It should matter to everybody however the Republicans don't get it. Global warming is the #1 problem in the world today and for the future. We should all push for zero emission vehicles and electrification.

**1506. Edward Costello**

Santa Monica, CA 90402

People have been breathing unhealthy air for far too long.

**1507. Margaret Bach**

Santa Monica, CA 90402

There is no reason why our children and our most vulnerable continue to be exposed to unhealthy air. Let's make some significant progress and strengthen regulations.

**1508. Alan Swyer**

Santa Monica, CA 90402

To quote James Brown, "Please! Please! Please!"

**1509. Michael Terry**

Santa Monica, CA 90402

We need to act like a developed society and use our ample resources to protect the health of our citizens with modern technology.

**1510. Catherine Rusoff O'Neill**

Santa Monica, CA 90402

We need to have clean air to breathe. There are zero emission vehicles and too many cars and trucks on the road.



# SIERRA CLUB

**1511. Richard Parr**

Santa Monica, CA 90402

'Without a healthy natural environment, including clean air, everything else is nonsense'

**1512. Kathleen Burke**

Santa Monica, CA 90402

**1513. Morgan Funk**

Santa Monica, CA 90402

**1514. Shelley Sterrett**

Santa Monica, CA 90402

**1515. James Hartung**

Santa Monica, CA 90402

**1516. Kathryn Summers**

Santa Monica, CA 90402

**1517. Alicia Corley**

Santa Monica, CA 90402

**1518. Susanne Klein**

Santa Monica, CA 90402

**1519. Karin And Costello**

Santa Monica, CA 90402

**1520. Kaya Foster**

Santa Monica, CA 90402

**1521. Erich Stratmann**

Santa Monica, CA 90402

**1522. Danilo Bach**

Santa Monica, CA 90402

**1523. Catherine Dale**

Santa Monica, CA 90402





**1524. Mary Jimenez**

Santa Monica, CA 90402

**1525. Diana Duncan**

Santa Monica, CA 90403

Because our fragile planet may have five years maximum due to ocean acidification, permafrost CO2 emissions and The devastation of the Amazon we are stuffed. We have to try to do everything possible to help change the course of disaster and the fifth extinction.

**1526. Barbara Feuer**

Santa Monica, CA 90403

It's inexcusable to have anything less for our future.

**1527. Liliana Dasic**

Santa Monica, CA 90403

Please check the air on the intersection 405 and 10 frwy. It is so poisoning that each time I pass there I want to vomit. I am liver transplant recipients one of the rare in Santa Monica. I have to move from there as my health is deteriorating. It is impossible to drive anywhere in LA unless sitting for hours in our cars and be patient and I fuming all those bad gases. Please do something: prioritize usage of electrical cars and built A BIG METRO to connect all parts of our vast LA and it's vicinity! Our young generations will appreciate it. Me too!

**1528. Melissa Bird-Vogel**

Santa Monica, CA 90403

Please! The South Coast AQMD must do more to protect our health by regulating pollution from ports and warehouses.  
Prioritize human lungs

**1529. Ted Myers**

Santa Monica, CA 90403

The climate crisis is truly an existential threat and the most important issue of our time. I want my granddaughter to live on a planet that has breathable air and drinkable water.

**1530. Laurie Maldague**

Santa Monica, CA 90403

We need to stop fracking and all similar operations that jeopardize our clean air, water, and lands!



# SIERRA CLUB

**1531. Diane Olson**

Santa Monica, CA 90403

**1532. Kirsten Shirken**

Santa Monica, CA 90403

**1533. Kristina Wunder**

Santa Monica, CA 90403

**1534. Chelsea Pfeiffer**

Santa Monica, CA 90403

**1535. Zack Stills**

Santa Monica, CA 90403

**1536. Janet Heinle**

Santa Monica, CA 90403

**1537. Nicole Chavez**

Santa Monica, CA 90403

**1538. Amy Scher**

Santa Monica, CA 90403

**1539. Stephen Vodantis**

Santa Monica, CA 90403

**1540. Karen Bailey**

Santa Monica, CA 90403

**1541. Gerald Kelly**

Santa Monica, CA 90403

**1542. Linh Ho**

Santa Monica, CA 90403

**1543. Nancy Niparko**

Santa Monica, CA 90403



# SIERRA CLUB

**1544. Majid Naficy**

Santa Monica, CA 90403

**1545. Ann Isolde**

Santa Monica, CA 90403

**1546. David Saperia**

Santa Monica, CA 90403

**1547. Cindy Loomis**

Santa Monica, CA 90403

**1548. Cris Popenoe**

Santa Monica, CA 90403

**1549. Jerry Persky**

Santa Monica, CA 90403

**1550. Maryam Anderson**

Santa Monica, CA 90403

**1551. Joann Rink**

Santa Monica, CA 90403

**1552. Nicole Serleto Chavez**

Santa Monica, CA 90403

**1553. Liz Boveda**

Santa Monica, CA 90403

**1554. Patti Davis**

Santa Monica, CA 90403

**1555. Lesley Shahriary**

Santa Monica, CA 90403

**1556. Jenniferlynn Jankesh**

Santa Monica, CA 90403



**1557. Kaia Waller**

Santa Monica, CA 90403

**1558. Timothy Welch**

Santa Monica, CA 90403

**1559. Sevil Tajvari**

Santa Monica, CA 90403

**1560. Tony Drew**

Santa Monica, CA 90404

Clock's counting down, time to Step it up!

**1561. April De Stefano**

Santa Monica, CA 90404

I recently went to the beach near Malibu where a layer of smog was visible in the sky. It is saddening to think that we created this pollution. We have the power to clean up our air. Please be bold and brave to prioritize our well-being and our beautiful paradise in So Cal.

**1562. Mary De La Pena**

Santa Monuca, CA 90404

Since I am a leukemia survivor, i need to maintain my health not only by proper nourishment but also breathing clean air. Children in particular deserve to grow up with clean air as part of their environment. No more pollution!

**1563. Cathy Ashley**

Santa Monica, CA 90404

The quality of the air matters to me because I have asthma. If the air is clean, I never have problems, and I do everything to prevent an incident. Considering that healthcare is more expensive than cleaning the air, I think it is in the best interest of all of the parties to keep the air clean and prevent asthma and other health problems.

**1564. Lesley Perun**

Santa Monica, CA 90404

**1565. Ken Greenwald**

Santa Monica, CA 90404

**1566. Jaime Marshall**



# SIERRA CLUB

Santa Monica, CA 90404

**1567. David Wagmeister**

Santa Monica, CA 90404

**1568. Kathleen Dear**

Santa Monica, CA 90404

**1569. Ray Brew**

Santa Monica, CA 90404

**1570. Dolores Sloan**

Santa Monica, CA 90404

**1571. Eileen Taschereau**

Santa Monica, CA 90404

**1572. Joy Cernac**

Santa Monica, CA 90404

**1573. jerry katz**

SANTA MONICA, CA 90404

**1574. Dana Garman**

Santa Monica, CA 90404

**1575. Catherine Corwin**

Santa Monica, CA 90404

**1576. Gretty Camaraza**

Santa Monica, CA 90404

**1577. Kat Burgess**

Santa Monica, CA 90404

**1578. Guillemette Epailly**

Santa Monica, CA 90404

**1579. Vicky Tsoi**



Santa Monica, CA 90404

**1580. CHLOE NEY**

Santa Monica, CA 90404

**1581. Howard C Miller**

Los Angeles, CA 90404

**1582. James Price**

Santa Monica, CA 90404

**1583. Leilah Franklin**

Santa Monica, CA 90404

**1584. Gilbert Burciaga**

Santa Monica, CA 90405

Always strive for something better

**1585. J Kurland**

Marina Del Rey, CA 90405

Clean air is imperative to the health of every thing and every one. Cost of long-term ill effects need to be seriously considered in your cost model.

**1586. Kelly Pekar**

Santa Monica, CA 90405

Everyone truly does deserve to breathe clean and healthy air! Our lives depend on it.

**1587. Joan Rodman**

Santa Monica, CA 90405

Fires & commercial pollutio cripples our health. Let our kids grow up, breathing freely.

**1588. Gretchen Ash**

Santa Monica, CA 90405

Honestly? Pushing for clean/zero emissions vehicles & manufacturing should be a no-brainer at this point. We no longer need to rely on dirty, polluting fossil fuels for energy, and the damage they do to the planet & to humans is irrevocable. Let's do the right thing & get rid of them as quickly as possible.

**1589. Morag Pavey**



Santa Monica, CA 90405

I want my children - and everyone's children - to grow up breathing clean air and not have increased rates of asthma due to our pollutants.

**1590. Tamara Best**

Santa Monica, CA 90405

it's 2019- the technology exists- up until now, oil co. have killed off change

**1591. Gina Garcia**

Santa Monica, CA 90405

It's odd that I even have to state why this matters to me. I think that is part of the problem, clean and healthy air is a human right, not a privilege. And zero emissions is one important step towards that.

**1592. James Conn**

Santa Monica, CA 90405

LA did it at the ports...We can do it across the state.

**1593. William Schoene**

Santa Monica, CA 90405

My grandchildren and all their peers have to breathe the air and try to have quality lives in the climate we leave them. We have to pull out all the stops to replace fossil fuels in this decade.

**1594. Alison Parmer**

Santa Monica, CA 90405

Please help California lead by example by investing in zero emission vehicles. It is absolutely vital to not only community members, but every living being on the planet, that action be taken NOW. The future of our planet rests upon the ability for big polluters to take accountability and recognize the urgency and serious threat climate change presents. Although making the change from fossil fuels to clean energy may require an initial investment, long term costs WILL reduce. Please consider the type of environment you would want to live in. Clean air should be a right for everyone and not at the discretion of companies only interested in making a profit.

**1595. Lynne Schlosstein**

Santa Monica, CA 90405

Please invest in the health of our people and viability of our planet by investing in zero emission vehicles and electrification. It will give our children a chance to breathe in clean air as they run and play. It will help reduce the acidification of our oceans in which we swim, fish, and surf. It will ensure we have healthy oceans with healthy and large amounts of sea kelp which we rely



upon for reducing carbon dioxide levels. It will protect the health of men and women who drive the trucks and work in industry where they're surrounded by trucks, ships and warehouses where the air is dirty. Also, we need to remove sources of pollution that are contributing to climate change. Thank you considering these issues and making the right decision to improve our air and lives!

Sincerely,  
Lynne Schlosstein

**1596. Julie Greenfield**

Santa Monica, CA 90405  
This is so important!

**1597. Joseph Hardin**

Santa Monica, CA 90405  
We can do better... Thanks

**1598. Mark Geraghty**

Santa Monica, CA 90405  
We need to focus on developing means to drastically reduce carbon emissions.

**1599. Debbie Gibson**

Santa Monica, CA 90405  
we need to focus on saving the only planet where we have found life - Our own. Stopping air pollution from increasing the temp on the planet and killing thousands of people each year needs to be a priority among all people.

**1600. Kathy Knight**

Santa Monica, CA 90405  
We need to keep our young people healthy and breathing clean air. We would appreciate your help.

**1601. Michael Rosenthal**

Santa Monica, CA 90405  
We need to move the country in this direction.

**1602. Mary Rojeski**

Santa Monica Los Angeles Count, CA 90405  
What do YOU want to breath and for YOUR Family???





# SIERRA CLUB

**1603. Mary Hughan-Rojeski**

Santa Monica, CA 90405

What do you want Your family to breath??!!@@!!

**1604. William Schoene**

Santa Monica, CA 90405

Why cannot we keep incrementally improving our air quality like we used to do?

**1605. Mary Rojas**

Santa Monica, CA 90405

Yes we do!! What about You and Your Family!!!!

**1606. Carolyn Flook**

Santa Monica, CA 90405

**1607. Alexandra Morgan**

Santa Monica, CA 90405

**1608. Edda Spielmann**

Santa Monica, CA 90405

**1609. Myra Schegloff**

Santa Monica, CA 90405

**1610. Lindsay Goodwin**

Santa Monica, CA 90405

**1611. Mindi Shank**

Santa Monica, CA 90405

**1612. Angie Bahris**

Santa Monica, CA 90405

**1613. Terry Fain**

Santa Monica, CA 90405

**1614. Deborah Fallender**

Santa Monica, CA 90405



# SIERRA CLUB

**1615. Christina Hoffman**  
Santa Monica, CA 90405

**1616. Julie Adelson**  
Santa Monica, CA 90405

**1617. Timothy Hanson**  
Santa Monica, CA 90405

**1618. Phyllis Chavez**  
Santa Monica, CA 90405

**1619. Susie Tortell**  
Santa Monica, CA 90405

**1620. Victoria Jensen**  
Santa Monica, CA 90405

**1621. Steven Novak**  
Santa Monica, CA 90405

**1622. Dona van Bloemen**  
Santa Monica, CA 90405

**1623. Phyllis Chavez**  
Santa Monica, CA 90405

**1624. Tara Blume Morton**  
Santa Monica, CA 90405

**1625. Hans Baumann**  
Santa Monica, CA 90405

**1626. Joshua Strauss**  
Santa Monica, CA 90405

**1627. Erica Brookhart**  
Santa Monica, CA 90405



# SIERRA CLUB

**1628. Will Dunn**

Santa Monica, CA 90405

**1629. Lauren Derby**

Santa Monica, CA 90405

**1630. Edward Dollard**

Santa Monica, CA 90405

**1631. Peter Sawaya**

Santa Monica, CA 90405

**1632. kris widger**

Santa Monica, CA 90405

**1633. Jolianne Baum**

Santa Monica, CA 90405

**1634. Shahaneh Limonadi**

Santa Monica, CA 90405

**1635. Brian and Olivia Kelly**

Santa Monica, CA 90405

**1636. Chris Valenziano**

Santa Monica, CA 90405

**1637. Melanie Pensak**

Santa Monica, CA 90405

**1638. Elena Araujo**

Santa Monica, CA 90405

**1639. Barbara Ito**

SANTA MONICA, CA 90405

**1640. Amelia Jones**

Santa Monica, CA 90405



**1641. Mike Tomas**

Santa Monica, CA 90405

**1642. Linda Cowgill**

Santa Monica, CA 90405

**1643. Carole Woolley**

Santa Monica, CA 90405

**1644. Julie Alley**

Santa Monica, CA 90405

**1645. Apryl Mefford-Hemauer**

Santa Monica, CA 90405

**1646. Kay Ward**

Santa Monica, CA 90406

**1647. Gregory Mull**

Santa Monica, CA 90408

**1648. Steve Baylie**

Torrance, CA 90501

I'm less than 2 miles from oil refinery's and I'm of breathing the pollutants that spew and can be smelled through them. Were done with, stop lining your pockets and act accordingly.

**1649. William Jorth**

Torrance, CA 90501

The climate crisis is real and American technology is available to economically convert this major source of climate heating. Please take this petition seriously.

**1650. Linda Eremita**

Torrance, CA 90501

**1651. Rachael Jett**

Torrance, CA 90501

**1652. Cathy Chen**

Torrance, CA 90501



**1653. Monica Sweet**

Torrance, CA 90501

**1654. pam macleod**

Torrance, CA 90502

THIS IS THE FUTURE AND OUR FESPONSIBILITY TO PROTECT  
BEING CLOSE TO NATURE IS BEING CLOSE TO GOD.

**1655. Heather Hatch**

Torrance, CA 90502

**1656. Heather Griffin**

Torrance, CA 90502

**1657. Robert Pope**

Torrance, CA 90503

Air quality from trucks could be improved greatly by stricter standards. SCAQMD is vital in making this happen. Children are suffering in your district.

**1658. Susan Griffith**

Torrance, CA 90503

As a 60 year resident of Southern California, I recall the worst of the smog era. For the sake of my grandchildren, I do not want to see us go backwards on this issue. Let's be the California leaders we have been in the past and set new standards for clean air here in our state.

Thank you for your time and consideration on this important matter.

**1659. Lana Prosser**

Torrance, CA 90503

Can we afford to ignore the problem??

**1660. Susan Starbuck**

Torrance, CA 90503

When my family moved to California in 1960, we experienced incredible smog, the kind that made it hard to breathe. Since then many regulations have forced polluters to stop dirtying the air, and it has made a difference. But the number of cars continues to proliferate and we still rely on fossil fuels that have led not just to bad air but to an entirely different climate. This is why I believe we must adopt new rules to invest in different energy solutions.



# SIERRA CLUB

**1661. Grant Lapovich**

Torrance, CA 90503

**1662. Paula Rufener**

Torrance, CA 90503

**1663. Beverly Lindbergh**

Torrance, CA 90503

**1664. Louise Fleming**

Torrance, CA 90503

**1665. Sheila Grimes**

Torrance, CA 90503

**1666. Kathleen Cullen**

Torrance, CA 90503

**1667. Brian Dougherty**

Torrance, CA 90503

**1668. Michela Celona**

Torrance, CA 90503

**1669. Pam Thomas-Hill**

Torrance, CA 90503

**1670. Brian Wolfson**

Torrance, CA 90503

**1671. Steve Dillow**

Torrance, CA 90503

**1672. Beverly Lindbergh**

Torrance, CA 90503

**1673. Sharon Alexander**

Torrance, CA 90503



**1674. Erin Suyehara**

Torrance, CA 90503

**1675. Hannah Joh**

Torrance, CA 90504

I am a high school student in southern California and have been a resident here for my wntire life. I hope all of our influential leaders care about this community and are aware of the importance of this issue. Environmental conservation and public health should be prioritized not only our region, but anywhere in the world.

**1676. Blaise Gauba**

Torrance, CA 90504

I wish I could have an all-electric camper van, but I don't have that option. I am unemployed and close to homelessness. I care about the environment, but I also drive a large, old, 16-passenger van that is now a camper but will soon be my home, I suspect. I think we should take care of the environment starting with big trucks, cruise ships, the air transportation industry and highest on the list ... the FANTASTICALLY WASTEFUL U.S. MILITARY who is one of if not THE biggest polluter in the world.

**1677. Wally Kalinowski**

Torrance, CA 90504

Science says that global warming is our greatest threat. I believe it!

**1678. Mario E Martínez**

Torrance, CA 90504

The whole planet will perish with all its life forms if we as a people do not act now!

**1679. Mario E Martinez**

Torrance, CA 90504

**1680. Ken Kunishima**

Torrance, CA 90504

**1681. Adrian Larios**

Torrance, CA 90504

**1682. Barbara Barr**

Torrance, CA 90504



# SIERRA CLUB

**1683. Thomas Fukuman**  
Torrance, CA 90504

**1684. Bobby Miyashiro**  
Torrance, CA 90504

**1685. Michael Garrigue**  
Torrance, CA 90504

**1686. Dennis Kobata**  
Torrance, CA 90504

**1687. Carol Bauer**  
Torrance, CA 90504

**1688. Yuka Rodriguez**  
Torrance, CA 90504

**1689. Montserrat Rejos**  
Torrance, CA 90504

**1690. John Clifford**  
Torrance, CA 90504

**1691. Judy Brunetti**  
Torrance, CA 90505

**1692. Sarah Alvarez**  
Torrance, CA 90505

**1693. Kristofer Nurmia**  
Torrance, CA 90505

**1694. William Blischke**  
Torrance, CA 90505

**1695. Gerardo Licciardi**  
Torrance, CA 90505





# SIERRA CLUB

**1696. Junko Yoshimura**

Torrance, CA 90505

**1697. Kevin Kim**

Torrance, CA 90505

**1698. Neil Morgan**

Torrance, CA 90505

**1699. Brent Yeh**

Torrance, CA 90505

**1700. David Helme**

Torrance, CA 90510

**1701. Rebecca Overmyer-Velazquez**

Whittier, CA 90601

Like millions of us in SoCal I live close to freeways with constant truck traffic and tons of pollution. AQMD needs to use all the tools at its disposal to clean up the air we breathe!

**1702. Gerry Phillips**

Whittier, CA 90601

Please CLEAN UP The Air I Breathe Living In Los Angeles And In California.

**1703. Ana Romero**

Whittier, CA 90601

This is crucial if we have to have a safe place to live for future generations. We need to act now.

**1704. Carey Million**

Whittier, CA 90601

**1705. Achilles Aiken**

Whittier, CA 90601

**1706. Bruce Lee**

Whittier, CA 90601

**1707. Jo Beede**

Whittier, CA 90602



# SIERRA CLUB

Already our hospitals are full of sick people, our graveyards are full of dead people, and we are still walking around breathing polluted air every day. We are already living with the consequences of not taking enough action cleaning up our polluting ways. I for one, will support any strong candidate or incumbent who is brave enough to put people over politics and money and is taking action on changing our economy to an Ecologically sustainable one. Whatever it takes .

**1708. Jamin Condou**

Whittier, CA 90602

We have come so far by being mindful of the damage to young lungs that air pollution causes. Please choose to keep moving in the right direction. Cleaner air for all.

**1709. H Gabriel Larios**

Whittier, CA 90602

**1710. Juliette Arteaga**

Whittier, CA 90602

**1711. Amber Smith**

Whittier, CA 90602

**1712. Marian Lopez**

Whittier, CA 90602

**1713. Michael Ruiz**

Whittier, CA 90602

**1714. Frank Cardenas**

Whittier, CA 90603

Companies must compensate for their undeniable impacts on the communities in which they operate.

**1715. Brian Gasca**

Whittier, CA 90603

It matters to me because I live in California and everyday I fell like I can't function the way I should due to the air quality.

**1716. Margo Reeg**

Whittier, CA 90603



Over the last 20 years the quality of the air in the South Coast Basin improved significantly as cars burned cleaner fuel and less fuel and as other sources of emissions have gone to cleaner technologies. but, the last several years have seen our air quality deteriorate.

The largest source of VO

C and particulate emissions comes from diesel fueled trucks and other diesel engines. Now is the time to get back on track to reducing overall air pollution in the Basin by switching to non-diesel trucks. This will take significant financial incentives, especially for independent truckers.

**1717. Jane Gothold**

Whittier, CA 90603

Our Children and Grandchildren deserve to breath free!!

**1718. Christianne Fong**

Whittier, CA 90603

**1719. Linda Delia**

Whittier, CA 90603

**1720. Karen Boulter**

Whittier, CA 90603

**1721. Angela Gardner**

Whittier, CA 90604

Air pollution is creating climate change. California has experienced more severe fires and a prolonged drought due to climate change. Also air pollution contributes to asthma, heart and lung conditions, higher risk of cancer, among other health problems. We need clean energy now and trucks powered by electricity and solar power. The state of California, just passed a bill saying the state will be 100% green energy in the next two decades. However, the United Nations just released a climate report stating that the entire world has 12 years to implement green energy and other climate change solutions or the planet will become unliveable for human and many animal species. The time to change is now! Thank you for your consideration.

**1722. Dorothy Hernandez**

Whittier, CA 90604

We would be wasteful and just plain dumb not to. I like breathing. Don't you?

**1723. John Mahaffay**

Whittier, CA 90604



# SIERRA CLUB

**1724. Sabrina Sermeno**  
Whittier, CA 90604

**1725. Jamie GODOY**  
Whittier, CA 90604

**1726. Joann Morales**  
Whittier, CA 90604

**1727. Carl Cartwright**  
Whittier, CA 90605

**1728. Carol Barber**  
Whittier, CA 90606  
Our health is worth it.

**1729. Greg Amour**  
Whittier, CA 90606

**1730. Amber Gonzalez**  
Whittier, CA 90606

**1731. Darren Spurr**  
Whittier, CA 90608

**1732. Robert Reed**  
Buena Park, CA 90620

**1733. Shaina Phillips**  
Buena Park, CA 90620

**1734. Jessica Likens**  
Buena Park, CA 90620

**1735. Erica Yaddow**  
Buena Park, CA 90620

**1736. Aliyah Shaikh**



# SIERRA CLUB

Buena Park, CA 90620

**1737. Kristin Young**

Buena Park, CA 90620

**1738. Shaina Phillips**

Buena Park, CA 90620

**1739. Kadey Tyler**

Buena park, CA 90620

**1740. Helene Duarte**

Buena Park, CA 90621

**1741. Ted Kim**

Buena Park, CA 90621

**1742. Barbara Christian**

Buena Park, CA 90621

**1743. Sylvia A Mata**

Buena Park, CA 90621

**1744. Isadora Taft**

La Palma, CA 90623

i think that air quality must be pure. forever breathable and fresh.

**1745. Irma Ruiz**

Cypress, CA 90630

I want my children and grandchildren to grow up with air they can breathe.

**1746. Shapiro Irving**

Cypress, CA 90630

**1747. Barbara Lowden**

Cypress, CA 90630

**1748. Frank Barbarino**

Cypress, CA 90630



**1749. Patty Buchanan**

Cypress, CA 90630

**1750. Miles Babcock**

Cypress, CA 90630

**1751. Albert Eurs li**

Cypress, CA 90630

**1752. Mee Vaj**

Cypress, CA 90630

**1753. Joann Schrantz**

Cypress, CA 90630

**1754. Market Johnson**

La Habra, CA 90631

Because we only have one planet and we are trashing it.

**1755. Kathy Cook**

La Habra, CA 90631

I have COPD and would appreciate keeping our air clean.

**1756. Jaye Reiser**

La Habra, CA 90631

I have suffered from asthma since I was a child. I remember every summer suffering to breathe. If anyone opens a window in the car while on the freeway, or In traffic, I get sick. I thought this was normal. Well, Its not. Please help clean up our air!!

**1757. Paul Jensen**

La Habra, CA 90631

Please do your part to reduce emmisions from dirty trucks. We are doing a good job with passenger cars, but I see too many smoke belching trucks on the road!

**1758. Kate Kallenbach**

La Habra, CA 90631

We have nothing without our planet. No other rights matter if we have literally no ground to stand on. The time is now!



# SIERRA CLUB

**1759. Teddie Serna**

La Habra, CA 90631

**1760. Susie Lee**

La Habra, CA 90631

**1761. Amy Franz**

La Habra Heights, CA 90631

**1762. Maurice Meysenburg**

La Habra, CA 90631

**1763. Linda Greene**

La Habra, CA 90631

**1764. Mark Johnson**

La Habra, CA 90631

**1765. Paula Speer**

La Habra Heights, CA 90631

**1766. Branda Stone**

La Habra, CA 90631

**1767. Harlan Lebo**

La Mirada, CA 90637

**1768. Tania Roa**

La Mirada, CA 90638

Los Angeles has always had smog. Now, however, with less rain, we need to take better measures to clean our air. And we need to do them now.

**1769. Gary Sjogren**

La Mirada, CA 90638

**1770. alma Guffey**

La Mirada, CA 90638



**1771. Thomas Gillespie**

La Mirada, CA 90638

**1772. Eddie Singh**

La Mirada, CA 90638

**1773. Gabriel Lee**

La Mirada, CA 90638

**1774. Yvonne Martinez Watson**

Montebello, CA 90640

We needed this rule decades ago, please stop delaying and clean up our air.

**1775. Gregory Gonzalez**

Montebello, CA 90640

What will future generations think of the polluted world we leave them unless we act now.

**1776. Ekachai Danupatampa**

Montebello, CA 90640

**1777. Angelina Saucedo**

Montebello, CA 90640

**1778. Sam Shioi**

Montebello, CA 90640

**1779. Greg Chakalian**

Montebello, CA 90640

**1780. Hector Fernandez**

Montebello, CA 90640

**1781. Yvonne Watson**

Montebello, CA 90640

**1782. Sylvia Baldenebro**

Montebello, CA 90640

**1783. Linda Strong**





# SIERRA CLUB

Montebello, CA 90640

**1784. Valerie Lizarraga**

Montebello, CA 90640

**1785. Jennifer Kong**

Montebello, CA 90640

**1786. Linda Ward**

Montebello, CA 90640

**1787. Dennis Garcia**

Montebello, CA 90640

**1788. Kelly Inglett**

Montebello, CA 90640

**1789. Jon Siegfus**

Norwalk, CA 90650

**1790. Caesar Pascual**

Norwalk, CA 90650

**1791. BH Jaramillo**

Norwalk, CA 90650

**1792. Gwyndolyn Koby**

Norwalk, CA 90650

**1793. John Rafter**

Pico Rivera, CA 90660

**1794. Patricia Brinkmann**

Pico Rivera, CA 90660

**1795. Alejandro Jara**

Pico Rivera, CA 90660

**1796. Jocelyn McFaul**



# SIERRA CLUB

Pico Rivera, CA 90660

**1797. Jose Perez**

Pico Rivera, CA 90660

**1798. Cristal Perez**

PICO RIVERA, CA 90660

**1799. Lisa Jimenez**

Santa Fe Springs, CA 90670

Corporations have to do better at protecting the planet. No amount of money is worth the destruction your causing our future generations and animals. Just stop it. DO BETTER.

**1800. Charlotte L Gormley**

Santa Fe Springs, CA 90670

I need to be able to breathe fresh air.

**1801. Supporter Unknown**

Stanton, CA 90680

**1802. Elizabeth Flickinger**

Stanton, CA 90680

**1803. Kim Waterson**

Stanton, CA 90680

**1804. Deepak Vohra**

Stanton, CA 90680

**1805. Stephanie Rebolo**

Artesia, CA 90701

**1806. Beniko Yamasaki**

Artesia, CA 90701

**1807. Jack Gee**

Cerritos, CA 90703

Because we all have to breath clean air.



# SIERRA CLUB

**1808. Julia Vasquez**

Cerritos, CA 90703

It's important for people to breathe clean air

**1809. Lydia Kim**

Cerritos, CA 90703

The world is looking at California to lead the climate focused future. Please do your part in being on the right side of history, caring for the people who will have to live with the side effects of air pollution today.

**1810. Meredith Cox**

Cerritos, CA 90703

We need to breathe clean air

**1811. Elsa Lee**

Cerritos, CA 90703

**1812. Susan Barquera**

Cerritos, CA 90703

**1813. Cathie LaBrecque**

Cerritos, CA 90703

**1814. Jon High**

Cerritos, CA 90703

**1815. Mohamed Elgafi**

Cerritos, CA 90703

**1816. Elena Macias**

Cerritos, CA 90703

**1817. Jeannette Affolder**

Avalon, CA 90704

**1818. Jeannette Affolder**

Avalon, CA 90704

**1819. Jeannette Sumner**



Avalon, CA 90704

**1820. Adrian Ruiz**

Bellflower, CA 90706

12 YEARS PEOPLE..#CLIMATE REPORT!

**1821. Jason Nolasco**

Bellflower, CA 90706

**1822. Jan Sownie**

Bellflower, CA 90706

**1823. Sharon Rollins**

BELLFLOWER, CA 90706

**1824. Rick Kawakami**

Bellflower, CA 90706

**1825. Gabriel Chang**

Bellflower, CA 90706

**1826. Larry Samson**

Bellflower, CA 90706

**1827. Ryan Schrader**

Bellflower, CA 90706

**1828. Robert Rollins**

Bellflower, CA 90706

**1829. Kyler Morley**

Harbor City, CA 90710

I've been living in Southern California all my life, I have dear friends who live in other states that want to move out here as well. I would never want them to come with such conditions. The air we breathe is inescapable and if it is being polluted every second of every day it is only a deeper grave being dug. There is no excuse that we as people can't live a better life without such pollution. If we've done it in past even if that past was centuries ago, we can do it again. The earth doesn't need humans to survive it was flourishing before we came along, but we



humans need earth to survive. Stop killing our one and only home that is perfectly placed, perfectly designed, in this universe for us to live, for life. We are not the only ones living here.

**1830. Maryam Atif**

Harbor City, CA 90710

**1831. Janine Taylor**

Harbor City, CA 90710

**1832. Elvira Arias**

Harbor City, CA 90710

**1833. C Cechi**

Harbor City, CA 90710

**1834. Courtney Risdon**

Harbor City, CA 90710

**1835. Charles Griffin**

Harbor City, CA 90710

**1836. C Cechi**

Harbor City, CA 90710

**1837. Jim Stewart**

Lakewood, CA 90712

I'm sick and tired of breathing dirty air!

**1838. Jim Stewart**

Lakewood, CA 90712

Living near Freeways and driving on them and seeing all the smoking trucks makes me sick. Please make sure all new trucks are zero emission, electric or fuel cell (not methane gas).

**1839. Bill Glazewski**

Lakewood, CA 90712

Over the passed decades Southern California has greatly improved its air quality. Fewer staged alerts and mucky horizons. Please continue the work.

**1840. Denise R Be Cotte**



# SIERRA CLUB

Lakewood, CA 90712

**1841. Shauna Hermes-Gordon**

Lakewood, CA 90712

**1842. Sashi Muraldiharan**

Lakewood, CA 90712

**1843. Ronald Dibble Jr**

Lakewood, CA 90712

**1844. Katie Spahn**

Lakewood, CA 90712

**1845. Gabriel Gardner**

Lakewood, CA 90712

**1846. Barbara Wilder**

Lakewood, CA 90712

**1847. Robert Davenport**

Lakewood, CA 90712

**1848. Robert Mosby**

Lakewood, CA 90712

**1849. Roseanne Flinn**

Lakewood, CA 90712

**1850. Doreen Archuleta**

Lakewood, CA 90712

**1851. Sashi Muralidharan**

Lakewood, CA 90712

**1852. Claudia Ellano**

Lakewood, CA 90713

**1853. Kathleen Engberg**



# SIERRA CLUB

Lakewood, CA 90713

**1854. Danielle Bratis-Smith**

Lakewood, CA 90713

**1855. Gustavo Perez**

Lakewood, CA 90713

**1856. Myra Skidmore**

Lakewood, CA 90713

**1857. Steve Schatz**

Lakewood, CA 90715

**1858. Ana Chavez**

Lomita, CA 90717

clean air is critical. please stop pollution of out air

**1859. John Martinez**

Lomita, CA 90717

**1860. John F Martinez**

Lomita, CA 90717

**1861. Pat Throssel**

Lomita, CA 90717

**1862. Aimee Morein**

Lomita, CA 90717

**1863. Laura Hefner**

Lomita, CA 90717

**1864. Ginger Fox**

Lomita, CA 90717

**1865. Linda Tucker**

Lomita, CA 90717



# SIERRA CLUB

**1866. David Helme**

Lomita, CA 90717

**1867. Marlene Negrete**

Lomita, CA 90717

**1868. Michael Jelf**

Lomita, CA 90717

**1869. Barbara Harpe**

Lomita, CA 90717

**1870. Elizabeth Chang**

Lomita, CA 90717

**1871. Armando Sepulveda**

Los Alamitos, CA 90720

We must care for our planet. We cannot afford to ignore clean air and water.

**1872. Edmond Green**

Laguna Hills, CA 90720

**1873. Lorna Farnum**

Rossmoor, CA 90720

**1874. Francis Yang**

Los Alamitos, CA 90720

**1875. Rob Barker**

Los Alamitos, CA 90720

**1876. Barbara Sentovich**

Los Alamitos, CA 90720

**1877. Jenna De Long**

Long Beach, CA 90720

**1878. Randy Bueno**

Los Alamitos, CA 90720





# SIERRA CLUB

**1879. James Woods**

Los Alamitos, CA 90720

**1880. Roger Seapy**

Los Alamitos, CA 90720

**1881. Mike Sentovich**

Los Alamitos, CA 90720

**1882. Frank Manis**

Los Alamitos, CA 90720

**1883. Michael Guest**

Los Alamitos, CA 90720

**1884. Joanne Levy**

Rossmoor, CA 90720

**1885. Kade TRUE**

Los Alamitos, CA 90720

**1886. Andy Garcia**

Paramount, CA 90723

I dont want to die from our cars emissions and feeling like I'm drowning when not in water.

**1887. Shannon Aguirre**

Paramount, CA 90723

**1888. Sonia De Leon**

Paramount, CA 90723

**1889. Nora Gonzales**

Paramount, CA 90723

**1890. Hannah Bentley**

San Pedro, CA 90731

I have an electric car and solar panels. Other people should have access to these technologies as well.



**1891. Peter Warren**

San Pedro, CA 90731

I live in San Pedro, among the Harbor Area communities that suffer from externalizing of costs by the Goods Movement Industry.

NG solutions are not going to clean up the air except in the short term. The mayors of Long Beach and Los Angeles have promised us ZE Ports by 2035.

That is the goal and that is what we need.

We do not need a transition to a perpetual fossil fuel economy, which is what we get with a detour to NG trucks and equipment in the near term. We also get gas infrastructure, which means storage and transporting and fueling for this NG equipment, including pipelines, tanker trucks, large storage and fueling depots.

None of this is necessary nor should it become the normal. This critique does not even address the negative impact of drilling, leaking, spills and all manner of further ways to worsen the climate crisis.

Read the New England Journal of Medicine about NG in the JAN9, 2020 edition. The False Promise of Natural Gas.

**1892. Tom Earnist**

San Pedro, CA 90731

I live near the POLA, the air is still dirty here. Electric vehicles are the answer to clean air.

**1893. Vickie Miller**

San Pedro, CA 90731

I want clean, healthy air for everyone. Not all of us want to live on Mars.

**1894. Anne Ingalls**

San Pedro, CA 90731

The air quality in Los Angeles is bad. I live near the harbor and despite the ocean breezes, it is still bad for those with asthma or other breathing issues.

**1895. Patricia Veal**

San Pedro, CA 90731

We all deserve to breathe clean air. The technology is available and affordable. We must act now!

**1896. Karen Ornelas**

San Pedro, CA 90731

we demand clean air, water and land it is our right!!



# SIERRA CLUB

**1897. Angela Carter**

San Pedro, CA 90731

We need to evolve and invest in our future. Prioritize lives, not greed...nor profits!

**1898. Jean Houdre**

San Pedro, CA 90731

With the help of solar energy to charge those batteries.

**1899. Laura Creamer**

San Pedro, CA 90731

**1900. Kaya Milos**

San Pedro, CA 90731

**1901. Suzanne Licht**

San Pedro, CA 90731

**1902. Tyree Williams**

San Pedro, CA 90731

**1903. Tina Phillips**

San Pedro, CA 90731

**1904. John Miller**

San Pedro, CA 90731

**1905. Lori Kegler**

San Pedro, CA 90731

**1906. Katherine Bishop**

San Pedro, CA 90731

**1907. Jasmin Lomeli**

San Pedro, CA 90731

**1908. Jennifer Grasso**

San pedro, CA 90731



# SIERRA CLUB

**1909. David Staley**  
San Pedro, CA 90731

**1910. Suzanne Henderson**  
San Pedro, CA 90731

**1911. David Marple**  
San Pedro, CA 90731

**1912. Craig Antrim**  
San Pedro, CA 90731

**1913. Kenny Atkins**  
San Pedro, CA 90731

**1914. Korina Rigglin**  
San Pedro, CA 90731

**1915. Supporter Unknown**  
San Pedro, CA 90731

**1916. William Plummer**  
San Pedro, CA 90731

**1917. Bob (Sr) Campbell**  
Bob (Sr), CA 90731

**1918. Renan Hidalgo**  
San Pedro, CA 90731

**1919. Sharon Creal**  
San Pedro, CA 90731

**1920. John Kegler**  
San Pedro, CA 90731

**1921. Adam Meyn**  
San Pedro, CA 90731



# SIERRA CLUB

**1922. Olga Hos**

San Pedro, CA 90732

Clean air, more electric vehicles

**1923. Kirstin Summers**

San Pedro, CA 90732

Please take this important step towards a healthier future for our residents. We are depending on you to do the right thing!

**1924. Wayne Morrow**

San Pedro, CA 90732

Without fresh air we all done.

**1925. Roshanee Lappe**

San Pedro, CA 90732

**1926. Patrick Dunlevy**

San Pedro, CA 90732

**1927. Isabel Rosas**

San Pedro, CA 90732

**1928. Jim Rassler**

San Pedro, CA 90732

**1929. Judy Moore**

San Pedro, CA 90732

**1930. Douglas Morgan**

San Pedro, CA 90732

**1931. gail angevine**

San Pedro, CA 90732

**1932. Kathy Popoff**

San Pedro, CA 90732

**1933. Denise Tarr**

San Pedro, CA 90732



**1934. Annette Rivas**  
SAN PEDRO, CA 90732

**1935. Molly Brent**  
San Pedro, CA 90732

**1936. Leon Patzwald**  
San Pedro, CA 90732

**1937. Douglas Morgan**  
San Pedro, CA 90732

**1938. David Doughty**  
San Pedro, CA 90732

**1939. Barbara Barbagallo**  
San Pedro, CA 90732

**1940. David Lucero**  
San Pedro, CA 90732

**1941. Lynne Burt-Jenkins**  
Seal Beach, CA 90740

Families living closest to commercial traffic areas have their health endangered by pollution. Children who live in these areas face an unfair disadvantage their parents cannot fix. But you can.

**1942. Jillian Gallery**  
Seal Beach, CA 90740

Having recently retired from 30 years as a respiratory care practitioner, i observed firsthand the agony of lung damage and disease. Dirty air is a killer:

**1943. Anita Schulz**  
Seal Beach, CA 90740

I have COPD which is exacerbated by toxic vehicle fumes and air pollution.

**1944. Tom Hazelleaf**  
Seal Beach, CA 90740



I live in Seal Beach, near the intersection of the 405 and 605 freeways, one of the most most traveled intersections in the world, and downwind from the ports of Long Beach and Los Angeles. The existing lax regulation of particulates and other pollutants from the transportation sector affects my life.

**1945. Carol Gregurek**

Seal Beach, CA 90740

I live within walking distance to the AES Alametos emergency center.

AES is taking measures and being very concerned about our air quality here in leisure World Seal Beach.

But in my unit I?m constantly cleaning up dust particles it comes in the bathroom and I can feel it when I run my hands over the counters. so yes I am concerned.

And when I go outside I see Big black clouds and sometimes not so black being released where is all that going???

In my lungs.

**1946. Kevin Powell**

Seal Beack, CA 90740

This is a critical matter.

**1947. Sherry Neu**

Seal Beach, CA 90740

We need to do more to improve our air quality, always!

**1948. Natalija Sale**

Seal Beach, CA 90740

**1949. Deborah Briggs**

Seal Beach, CA 90740

**1950. Susan Anderson**

Seal Beach, CA 90740

**1951. Steve Harford**

Seal Beach, CA 90740

**1952. Matthew Woodward**

Seal Beach, CA 90740



# SIERRA CLUB

**1953. Renee Jeska**

Seal Beach, CA 90740

**1954. Karen Hanes**

Seal Beach, CA 90740

**1955. Steven Harford**

Seal Beach, CA 90740

**1956. William Mclean**

Seal Beach, CA 90740

**1957. Mary Stewart**

Wilmington, CA 90744

**1958. Dr. Celia Villalpando**

Carson, CA 90745

I live in Carson, California, home to one of the largest oil refineries on the west coast. Breathing here in a city with little oversight of air quality is difficult at best but unhealthy at worst.

**1959. Tony Pereira**

Carson, CA 90745

The rise of PM2.5 in the air we breathe is of great concern to me. A large portion of those particulates comes from the burning of fossil fuels, and particularly from diesel in diesel trucks. The SCAQMD has the responsibility to oversee and take action to control the rise of particulates in the air we breathe, by setting maximum limits, by monitoring the air and informing the communities of current air conditions. We still live in the 2nd worst polluted air in the nation, and that is no honor. We hold you accountable.

**1960. Lisa Tyree**

Carson, CA 90745

We don't want to develop the same bad reputation as Lagos, Nigeria & Mexico City, Mexico. Let's keep our tourist industry strong.

**1961. Beverly Sherman**

Carson, CA 90745

**1962. Vivian Seo**

Carson, CA 90745





# SIERRA CLUB

**1963. Keith Alexander**

Carson, CA 90745

**1964. Kim V**

Carson, CA 90745

**1965. Kimberlee Valentine**

Carson, CA 90745

**1966. Sandra Rosko**

Carson, CA 90746

People over profits! Protect and serve! One love!

**1967. Supun Edirisinghe**

Carson, CA 90746

**1968. Carol Hewitt**

Signal Hill, CA 90755

**1969. Linda Crain**

Signal Hill, CA 90755

**1970. Patricia Lauer**

Signal Hill, CA 90755

**1971. Donna Harris**

Signal Hill, CA 90755

**1972. Sidney Winston**

Long Beach, CA 90801

**1973. Cristina Calderon**

Long Beach, CA 90802

After 7 years of residing and working near the ports I've developed spots on my lungs. Nausea hits every morning, from the poor air quality, where I reside, and when I go above the smog line, my breathing becomes easier and my brain functions, better. Just a thought.

**1974. Nicole Reese**



# SIERRA CLUB

Long Beach, CA 90802

Air quality is inseparable from health for our own bodies and for our ecosystem.

**1975. Candice Grant-Peterson**

Long Beach, CA 90802

As a long-time Southern California native, I expect that we should be leading this effort; instead, it's disappointing to see how far behind California really is. PLEASE make this right!!!!

**1976. Jennifer Konschak**

Long Beach, CA 90802

I have asthma and this issue is important to me, but it should be important to anyone who has lungs and breathes the air.

**1977. Nancy Kelly Culberson**

Long Beach, CA 90802

No diesel fuel trucks. Harmful to our children and environment

**1978. Tanya Figueroa**

Long Beach, CA 90802

**1979. S STOVEKEN**

Long Beach, CA 90802

**1980. Avram Bell**

Long Beach, CA 90802

**1981. Debra Takeuchi**

Long Beach, CA 90802

**1982. Jamesenabounds Bounds**

Long Beach, CA 90802

**1983. Daniel Medrano**

Long Beach, CA 90802

**1984. Crystal Alvarado**

long beach, CA 90802

**1985. Pam Pudewa**



# SIERRA CLUB

Long Beach, CA 90802

**1986. Thomas Lawson**

Long Beach, CA 90802

**1987. babe cox**

Long beach, CA 90802

**1988. Mark Chenevey**

Long Beach, CA 90802

**1989. Louise Sanchez**

Long Beach, CA 90802

**1990. Frank Spencer**

Long Beach, CA 90802

**1991. Nancy Lombardo**

Long Beach, CA 90802

**1992. Yaya Reveles**

Long Beach, CA 90802

**1993. Tony Gonzales**

Long Beach, CA 90802

**1994. Michelle Lewis**

Long Beach, CA 90802

**1995. Matthew Faden**

Long Beach, CA 90802

**1996. Sabrina Wolby**

Long Beach, CA 90802

**1997. Savannah Dominguez**

Ontario, CA 90802

**1998. Gordon Winiemko**



Long Beach, CA 90802

**1999. John Fries**

Long Beach, CA 90803

A member of my household suffers from asthma, as do many residents of Long Beach near the ports and industrial areas of Long Beach. We all deserve cleaner air.

**2000. Antonio Carrillo**

Long Beach, CA 90803

Clean air benefits everyone. Please make the compassionate choice.

**2001. Marya Summers**

Long Beach, CA 90803

Hello, please do everything you can to make the air we breathe safe. Quality air helps everyone, but as a person who struggles with health issues directly related to environmental toxins, I and others like me, rely on your actions for our very lives. Thank you.

**2002. Kim Tashkin**

Long Beach, CA 90803

I have a 5 year old and all I want is for her to be healthy. We live near the LA port and I worry constantly that the air pollution is unsafe for those her age.

**2003. Donna Malbon**

Long Beach, CA 90803

I have COPD which clears up when I spend our usual 5 months in Idaho. Upon my return home to Long Beach, it only takes two weeks for me to have to start using my inhaler again. It has gotten worse the past two years as more and more trucks drive south to the warehouses near the port. If it affects me so dramatically, I think about the school children who play outside everyday and breathe this air.

**2004. Melinda Cotton**

Long Beach, CA 90803

I live in Long Beach, downwind from the Ports of Long Beach and Los Angeles and the 710 Freeway. We are directly affected by this dirty air, and the Port capacity is growing and number of trucks growing exponentially.

We need you to protect us, and all those living in this area.

**2005. Terrence McNally**

Long Beach, CA 90803



I live near the ports of LA and Long Beach and know the health challenges of emissions for less affluent neighbors who live even closer. I myself was recently diagnosed with atrial fibrillation and so the effects of emissions on my lungs can make worse my problems with shortness of breath.

**2006. Alice chien**

Long Beach, CA 90803

I want clean air for everyone and living creatures. Living in Long Beach with endless stream of trucks that generate pollution shorten our lives and interferes with our children's ability to learn and live healthy, long lives.

**2007. Charles Carlstroem**

Long Beach, CA 90803

Our region can lead in the future of trade with clean technologies rather than preserving old ones.

**2008. J Eiser**

Long Beach, CA 90803

Pollution reduction, health improvement, job creation and environmental progress. What a combination, huh! Why not seriously look into it?

**2009. Mindy Thomas**

Long Beach, CA 90803

The Futre??

**2010. Desiree Bibayan**

Long Beach, CA 90803

We all live on the same planet. This isn't about republicans or democrats, this is about our earth and our collectives children's futures!

**2011. Karen Lovett**

Long Beach, CA 90803

We need clean air.

**2012. Ronald Ringler**

Long Beach, CA 90803

**2013. Tracy Dand**

Long Beach, CA 90803



# SIERRA CLUB

**2014. Berna Cliffe**

Long Beach, CA 90803

**2015. Mindy Thomas**

Long Beach, CA 90803

**2016. Travis Golison**

Long Beach, CA 90803

**2017. Bonnie Elsten**

Long Beach, CA 90803

**2018. Tina Bowman**

Long Beach, CA 90803

**2019. George Suematsu**

Long Beach, CA 90803

**2020. Sarah Arnold**

Long Beach, CA 90803

**2021. Brenda Haig**

Long Beach, CA 90803

**2022. Robert Hicks**

Long Beach, CA 90803

**2023. Miguel Diez Munoz**

Long Beach, CA 90803

**2024. Margaret Lopez**

Long Beach, CA 90803

**2025. Christina Mancebo**

Long Beach, CA 90803

**2026. Sarah Pinsky**

Long Beach, CA 90803



# SIERRA CLUB

**2027. Denis Bolton**

Long Beach, CA 90803

**2028. Kurt Mitts**

Long Beach, CA 90803

**2029. Rudy De Anda**

Long Beach, CA 90804

Let us all unite in solidarity and demand good air quality. Impose higher restriction on CO2 emissions!

**2030. Kim Whitmyre**

Long Beach, CA 90804

Let's show our commitment to the atmosphere, and begin cleaning up the freight business!

**2031. Heather Reynolds**

Long Beach, CA 90804

**2032. Marilyn Stuart**

Long Beach, CA 90804

**2033. Heather R**

Long Beach, CA 90804

**2034. John Doyle**

Long Beach, CA 90804

**2035. Kea Carney**

Long Beach, CA 90804

**2036. Britt P**

Long Beach, CA 90804

**2037. Winsor Crosby**

Long Beach, CA 90804

**2038. Karen Hewus**

Long beach, CA 90804



# SIERRA CLUB

**2039. DAISY Pacheco**  
Long Beach, CA 90804

**2040. Karen Redding**  
Long Beach, CA 90804

**2041. Deborah Myers**  
Long Beach, CA 90805

**2042. Kara Vesely**  
Long Beach, CA 90805

**2043. P M**  
Long Beach, CA 90805

**2044. Noah Hall**  
Long Beach, CA 90805

**2045. Roy Johnson**  
Long Beach, CA 90805

**2046. Liz Gonzalez**  
Long Beach, CA 90805

**2047. Angela Black**  
Long Beach, CA 90805

**2048. Mike Laquatra**  
Long Beach, CA 90806  
Air quality affects everyone.

**2049. Mrs Steedle**  
Long Beach, CA 90806

I grew up in Pittsburgh, Pennsylvania. Every June when we drove to our school picnic, we drove past the steel mills along the Monongahela River. By the time we arrived at the park, our faces were dark from the soot spewing from the steel mills. I often wonder what our lungs looked like! My parents had lived near the mills when they were young and both died in their mid fifties. I am 72 years old and still kicking. My parents moved to Greentree, a suburb of





Pittsburgh, miles away from the mills. My grandchildren do not have to worry about the pollution now. Pittsburgh is a beautiful city now. You can see the blue skies in the daytime and the stars at night. Pittsburgh. PA.

has come a long way since the 1950's and early 1960's! It is a beautiful city. The water quality of the rivers have improved tremendously!

**2050. Hadar Feingold**

Long Beach, CA 90806

our environment should be top priority!!

**2051. Daniel Nakashima**

Long Beach, CA 90806

**2052. Timothy Lawnicki**

Long Beach, CA 90806

**2053. Jacob Dickinson**

Long Beach, CA 90806

**2054. Gail Owensmith**

Long Beach, CA 90806

**2055. Ramona Evans**

Long Beach, CA 90806

**2056. Theresa Smith**

Long Beach, CA 90806

**2057. Rodney Dennis**

Long Beach, CA 90807

Everyone deserves to breathe clean air!

**2058. Dean Campbell**

Long Beach, CA 90807

I HAVE YOUNG CHILDREN WITH YOUNG LUNGS THAT NEED CLEAN AIR TO DEVELOP PROPERLY/HEALTHILY.

**2059. Osamu Nishitani**

Long Beach, CA 90807



I live in Long Beach atop a modest hill overlooking the factories by the 405 freeway. The difference in air quality in these last two years is strikingly noticeable. I see it and I certainly feel it.

The city lights at night are no longer clear: they are diminished, off-focus, and perennially hidden behind the haze of smoke and smog.

Incidentally, we need and deserve an EPA that does what its acronym stands for: Environment Protection.

I urge you to heed our calls for change.

**2060. Debra Tuchman**

Long beach, CA 90807

If I have to explain this to you then you are an idiot. I am not a fan of lung cancer nor do I want to live with a gas mask on. My sinus's still haven't recovered from the Porter Ranch leak.

**2061. Barbara Mais**

Long Beach, CA 90807

LET us think of children all over the world!

**2062. John De La Torre**

Long Beach, CA 90807

My dear friend, who lived near the port of Long Beach and the 710 freeway, just died from lung cancer. He did not smoke! Please, do everything you can to clean up the air.

**2063. Gregg Kawczynski**

Long Beach, CA 90807

Over 1,300 people die annually from polluted air in the List Angeles Region, and climate change is at a tipping point. I urge the AQMD to adopt rules encouraging the use of non polluting varhicles.

**2064. Richard Watson**

Long Beach, CA 90807

We all live only on this planet; therefore, we must protect it.

**2065. Kim Carroll**

Long Beach, CA 90807

**2066. Carola Pearlman**

Long Beach, CA 90807



# SIERRA CLUB

**2067. Marie Dimassa**  
Long Beach, CA 90807

**2068. Valerie Hill**  
Long Beach, CA 90807

**2069. Juan Erick Ovalle**  
Long Beach, CA 90807

**2070. Margo Berdanis**  
Long Beach, CA 90807

**2071. Emma Jensen**  
Long Beach, CA 90807

**2072. Hayim and Joy Zadaca**  
Long Beach, CA 90807

**2073. Candace Johnson**  
Long Beach, CA 90807

**2074. Veronica Rodriguez**  
Long Beach, CA 90807

**2075. Erlinda Cortez**  
Long Beach, CA 90807

**2076. Christine Thai**  
Long Beach, CA 90807

**2077. Lori Koriath**  
Long Beach, CA 90807

**2078. Lissette Flores**  
Long Beach, CA 90807

**2079. Judith S Anderson**  
Long Beach, CA 90807



# SIERRA CLUB

**2080. Joy Zadaca**

Long Beach, CA 90807

**2081. Dianne Daley**

Long Beach, CA 90807

**2082. Tom Workman**

Long Beach, CA 90807

**2083. Carolyn Allred**

Long Beach, CA 90807

**2084. Phillip Palise**

Long Beach, CA 90807

**2085. Donna Leslie-Dennis**

Long Beach, CA 90807

**2086. Frane Sosic**

Long Beach, CA 90807

**2087. Valerie Macy-Hulrey**

Long Beach, CA 90807

**2088. Donna Bergeron-Birge**

Long Beach, CA 90807

**2089. Julianna Roosevelt**

Long Beach, CA 90807

**2090. Kelly Fitzgerald**

Long Beach, CA 90807

**2091. Bryce Maniex**

Long Beach, CA 90807

**2092. Mary Conte**

Long Beach, CA 90808

I live here and I commute from 2-4 each day!



# SIERRA CLUB

**2093. Paula Bentley**

Long Beach, CA 90808

What could be more important than clean air! Please do your job and enact policies that are good for the health of all Californians.

**2094. Linda Gilmore**

Long Beach, CA 90808

What is the future of our country and world? Soylent Green?!

**2095. Mark Hotchkiss**

Long Beach, CA 90808

**2096. Matthew Palmer**

Long Beach, CA 90808

**2097. Gregory Perkins**

Glendale, CA 90808

**2098. Nalani Ha'o**

Long Beach, CA 90808

**2099. kevin oules**

Long Beach, CA 90808

**2100. Alan Gonzalez**

Long Beach, CA 90808

**2101. Barry Kogen**

Long Beach, CA 90808

**2102. Jeffrey Streicher**

Long Beach, CA 90808

**2103. Susan Morales**

Long Beach, CA 90808

**2104. Jeanne Davenport**

Long Beach, CA 90808



# SIERRA CLUB

**2105. Rick Nolan**

Long Beach, CA 90808

**2106. Stephanie Greenwald**

Long Beach, CA 90808

**2107. Pamela LaRue**

Long Beach, CA 90808

**2108. Jon Bryant**

Long Beach, CA 90808

**2109. Brennan Nerhus**

Long Beach, CA 90808

**2110. Katherine Penney**

long beach, CA 90808

**2111. Syd Rumford**

Long Beach, CA 90808

**2112. Nika Figueroa**

Long Beach, CA 90808

**2113. Dita-Marina Obert**

Long Beach, CA 90808

**2114. Kelle Erwin**

Long Beach, CA 90808

**2115. Carla Sutton**

Long Beach, CA 90808

**2116. Ettie Councilman**

Long Beach, CA 90808

**2117. Andrew Moore**

Long Beach, CA 90808



**2118. Danielle Griffith**

Long Beach, CA 90808

**2119. Luana Contreras**

Long Beach, CA 90808

**2120. Wendy Rosales**

Long Beach, CA 90810

I live in a neighborhood surrounded by various sources of pollution such as a railyard, an oil refinery, a port, and multiple freeways. The air is toxic, putting thousands of families at risk. Therefore, I urge you to do more, because everyone deserves to breathe clean air!

**2121. Tara Huhn**

Long Beach, CA 90810

**2122. Mateo Jimenez**

Long beach, CA 90810

**2123. Athena Villegas**

Long Beach, CA 90813

I am a resident of Southern California. I have asthma because of our poor air quality, and I implore you to make changes to protect the residents of California and the environment.

**2124. Jassy Randall**

Long Beach, CA 90813

Leave a legacy of fresh air for your family and mine in the PRESENT and their offspring for the FUTURE.

**2125. Jim Stewart**

Long Beach, CA 90813

Living next to the 710 with all the polluting trucks going from the ports to these warehouses, I desperately need those to be ZERO EMISSION trucks. Thanks for making that happen!

**2126. Pateicia Lester**

Long Beach, CA 90813

We deserve clean air. So do our children, grand children, and all the children to come. Please stop and think what all of this bad air is doing to everyone's lungs. STOP!!!! BEFORE IT IS TO LATE!!!!



# SIERRA CLUB

**2127. Jennifer Gunlock**

Long Beach, CA 90813

**2128. Diana Esc**

Long Beach, CA 90813

**2129. Gary Charles**

Long Beach, CA 90813

**2130. Allison Vazquez**

Long Beach, CA 90813

**2131. Morning Star Star**

Long Beach, CA 90813

**2132. Christopher Jacob**

Long Beach, CA 90813

**2133. Aimee Wyatt**

Redondo Beach, CA 90813

**2134. Dionah Austgen**

Long Beach, CA 90813

**2135. Francesca Giancoli**

Lomita, CA 90813

**2136. Pamela Kelly**

Long Beach, CA 90813

**2137. Mary Bresnan**

Long Beach, CA 90814

Just driving on the 605 Freeway I need to keep my car's air system on "recirculate." I can't imagine what it would be like to have to live where all those trucks disgorge their cargoes. Why not a clean rail line?

**2138. Andrea Bell**

Long Beach, CA 90814





The air quality where I live in Long Beach, CA is disgusting. Sooty dust and particles build up on my porch and on my office storefront. If i could see the inside of my lungs I might decline the opportunity out of fear of what I would see. We MUST do more to protect our air. We all breathe it. Clean air is a basic right.

**2139. Sara Hayes**

Long Beach, CA 90814

We have been trying here in CA. We have passed legislation for a fossil fuel CA in spite of current actions taken by our CA Coastal Commission. Still we need to stand strong, and I'm expecting you to do so, especially for people of color who are threatened by fossil fuels in their neighborhoods, and for people like me who are sensitive to air quality issues, and often need to stay inside as a result.

**2140. Audrey Higbee**

Long Beach, CA 90814

**2141. Thomas Blair**

Long Beach, CA 90814

**2142. Anne Ryder**

Long Beach, CA 90814

**2143. Gavin Tierney**

Long Beach, CA 90814

**2144. Varenka Lorenzi**

Long Beach, CA 90814

**2145. Susanne Reed**

Long Beach, CA 90814

**2146. Susan Godwin**

Long Beach, CA 90814

**2147. Tiffani Collier**

Long Beach, CA 90814

**2148. Evelyn McKenna**

Long Beach, CA 90814



**2149. Cathy Chambers**

Long Beach, CA 90814

**2150. La Rae Williams**

Long Beach, CA 90814

**2151. Shaina Bloom**

Long Beach, CA 90814

**2152. Thomas Douglas**

Long Beach, CA 90815

As a person who suffers chronic health issues due to air pollution I urge you to make it a high priority to invest in zero emission vehicles and cleaner energy electrification. Thank you!

**2153. Linda Larsen**

Long Beach, CA 90815

Ensuring good quality air to breathe is essential to our children and grandchildren. I recall how debilitating it was as a child to experience watering eyes and discomfort in my chest from breathing thick smog. I don't want that to happen again. We need to do all we can to address the emissions issue now.

**2154. Robin Alber**

Long Beach, CA 90815

I have grandchildren and I want our planet's natural resources to be clean and available for them.

**2155. Gary Roswell**

Long Beach, CA 90815

No one wants to breathe in pollution!

**2156. Skylar Stine**

Long Beach, CA 90815

Our futures are limited because of our own foolishness.

**2157. Sharon Moore**

Long Beach, CA 90815

This is especially vital for communities near the ports that deal with elevated particulate emissions from idling Diesel engines. But ultimately, bad air affects everybody.



**2158. Mary Monroy**

Long Beach, CA 90815

This is really concerning that children must stay indoors or risk their health

**2159. Mary Alice Reyes**

Long Beach, CA 90815

This issue matters to me because of the health issues involved that impact so many people in the inland empire. It is vital to take measures and do all that can be done to clean our air now!

**2160. Roberta Dill**

Long Beach, CA 90815

We need good air and not moderate to poor air quality which seems to be the standard in LA / southern CA areas. Let's keep working together and move forward not backwards! I'm counting on you to help us!

**2161. Kathleen Adams**

Long Beach, CA 90815

While we have made tremendous progress, with the presentation of the electric truck at the 2018 Auto show, the time has come to cleanup our trucking. I have struggled with asthma all my life living in So cal. Thank you for giving us clean air - keep going.

**2162. Greg Dobler**

Long Beach, CA 90815

**2163. SupporterEmily Feamster**

Long Beach, CA 90815

**2164. Richard Buksa**

Long Beach, CA 90815

**2165. L Edgecomb**

Long Beach, CA 90815

**2166. Huguette Moran**

Long Beach, CA 90815

**2167. Marilyn Moore**

Long Beach, CA 90815



# SIERRA CLUB

**2168. Nick Podue**

Long Beach, CA 90815

**2169. Eugene Lentzner**

Long Beach, CA 90815

**2170. Mike Ovard**

Long Beach, CA 90815

**2171. Frederick Cliver**

Long Beach, CA 90815

**2172. Lee Eames**

Long Beach, CA 90815

**2173. Adam Trauger**

Long Beach, CA 90815

**2174. paul felice**

LONG BEACH, CA 90815

**2175. Jen Malone**

Long Beach, CA 90815

**2176. Stephanie Ribitzki**

Long Beach, CA 90815

**2177. Lurlie Edgecomb**

Long Beach, CA 90815

**2178. Arielle Axt**

Long Beach, CA 90815

**2179. Aia White-Podue**

Long Beach, CA 90815

**2180. Ashley Foulk**

Long Beach, CA 90815



# SIERRA CLUB

**2181. Elaine Russell**  
Long Beach, CA 90815

**2182. Cheryl Whitney**  
Long Beach, CA 90815

**2183. Steffie Hands**  
Long Beach, CA 90815

**2184. Karen Shoop**  
Long Beach, CA 90815

**2185. William Nash**  
Long Beach, CA 90815

**2186. Ted Stolze**  
Long Beach, CA 90815

**2187. Tanner Ruegg**  
Long Beach, CA 90815

**2188. Kathleen Gause**  
Long Beach, CA 90815

**2189. Patrick Mulleavy**  
Long Beach, CA 90840

**2190. Clare Leary**  
Long Beach, CA 90853

**2191. Paulina Vallin**  
Altadena, CA 91001

Air quality these days are a deciding factor when you are moving and deciding on a home. Please make every place a safe place for us and our families to breathe and be safe.

**2192. Renie Holman**  
Altadena, CA 91001



As a former resident of the Inland Empire, I am shocked every time I return to visit family and friends by the pollution and poor air quality, especially in Fontana. Many members of my family have been affected by this and I have never had any regrets about moving away long ago.

**2193. Keith Berman**

Altadena, CA 91001

CO2 emissions are rapidly degrading our land and our oceans -- the sources of everything we need to live and flourish. We must transition as rapidly as possible to non-polluting renewable energy sources.

**2194. Peter Pfeiffer**

Altadena, CA 91001

Do the right thing and invest in zero emission vehicles and electrification.

**2195. tyler kenney**

Altadena, CA 91001

Environmental racism is a pandemic.

**2196. Alice Kiç?nitz**

Altadena, CA 91001

For the health and well-being of all Southern California residents I urge you to do everything you can to reign in emissions and pollution from cargo equipment including trucks and heavy duty vehicles, distribution centers, ports, airports and rail yards.

**2197. Barbara Ishida**

Altadena, CA 91001

I was born in Pasadena and the air was so thick you could never see the mountains. But we cleaned it up. We can do the same today and better.

**2198. Joe Kilanowski**

Altadena, CA 91001

Nikola's semi trucks run on compressed hydrogen gas and produce only water as exhaust. Check them out!!!

**2199. Marsha D Fowler**

Altadena, CA 91001

Our air quality is unacceptable and is causing us millions, even billions in health care costs from lung damage --not to mention childhood asthma. We need to stop harming our children. We



need to move toward 100% electrification and renewable energy. Please adopt the Indirect Source Rule to move California toward better health, cleaner air.

**2200. Elisabeth Quishenberry**

Altadena, CA 91001

Please help us preserve what we have for a future loved ones.

**2201. Cheri Messerli**

Altadena, CA 91001

You can reverse damage to our air quality. We need Much more strict standards and regulations NOW! Enough is enough!

**2202. Debra Noble**

Altadena, CA 91001

**2203. Virginia Robbins**

Altadena, CA 91001

**2204. Joan Kahn**

Altadena, CA 91001

**2205. Ellen Levy**

Altadena, CA 91001

**2206. Joy Ulrickson**

Altadena, CA 91001

**2207. Bas Garcia**

Altadena, CA 91001

**2208. janis buckingham**

ALTADENA, CA 91001

**2209. Katherine Footracer**

Altadena, CA 91001

**2210. Sonya Barba**

Altadena, CA 91001



# SIERRA CLUB

**2211. Bettina Rosenfeld**

Altadena, CA 91001

**2212. Andrea Staff**

Altadena, CA 91001

**2213. Juliana Erdody**

Altadena, CA 91001

**2214. Kathy Stewart**

Altadena, CA 91001

**2215. G Devine**

Altadena, CA 91001

**2216. Marsha Salisbury**

Altadena, CA 91001

**2217. Peggy & Polinsky**

Altadena, CA 91001

**2218. A. Srinivasan**

Altadena, CA 91001

**2219. June Bostock**

Altadena, CA 91001

**2220. Roland Crozier**

91001, CA 91001

**2221. Richard Partlow**

Altadena, CA 91001

**2222. Gregg Oelker**

Altadena, CA 91001

**2223. Mario & Brenda Miralles**

Altadena, CA 91001





# SIERRA CLUB

**2224. Lisa McDaniel**

Altadena, CA 91001

**2225. Jacob Guthrie**

Altadena, CA 91001

**2226. J. Morgan Kousser**

Altadena, CA 91001

**2227. Laura Brody**

Altadena, CA 91001

**2228. Anita Ghazarian**

Altadena, CA 91001

**2229. Richard Langstaff**

Altadena, CA 91001

**2230. Rosiris Paniagua**

Altadena, CA 91001

**2231. Steven Oliver**

Altadena, CA 91001

**2232. Mary Jo Volk**

Altadena, CA 91001

**2233. Debbie Baird**

Altadena, CA 91001

**2234. Joy Walters**

Altadena, CA 91001

**2235. Machiko Yasuda**

Altadena, CA 91001

**2236. Paula Waluch**

Altadena, CA 91001



**2237. Venetia Large**

Altadena, CA 91003

**2238. Sudhir Pardiwala**

ARCADIA, CA 91006

Clean air is imperative for our children and seniors. The long term costs of polluted air are worse than costs associated with cleaning the air.

**2239. Ronny Merkel**

Arcadia, CA 91006

I breathe the air, I would like it to be clean...

**2240. Gina Truex**

Arcadia, CA 91006

I live in Arcadia Ca and have to use highways often. There are lots huge trucks and a fair amount of local business trucks transporting equipment and products. Please help keep our air clean by enforcing a zero emission standards on these frequent use truck and we will all be the better .

**2241. Pat Wolff**

Arcadia, CA 91006

I think you should reward people who buy an electric vehicle.

**2242. Misty Angulo**

Arcadia, CA 91006

My husband has had cancer three times, and I read an article stating that cities such as LA can have a serious effect on our Health/brains because of pollution/smog. It scares me that he may get brain cancer again. i want us to be able to enjoy the outdoors with confidence that we are breathing in clean air and I want our wildlife to thrive. We need to plant more trees and take care of our state. Please take this seriously.

**2243. Mara Leppaluoto**

Arcadia, CA 91006

Roses are red,  
Clean skies are blue.  
Make sure the air  
Is clean for me and you.

**2244. Claire Read**

Arcadia, CA 91006



This is so important for the health of our people and such an easy step. It is truly an investment which will repay the initial cost. Please adopt this rule.

**2245. Tanya Salof**

Arcadia, CA 91006

We need reform as of yesterday, our ecosystems are collapsing and the only way to mitigate this by moving away from fossil fuel dependence.

**2246. Melinda Kirk**

Arcadia, CA 91006

**2247. Jason Park**

Arcadia, CA 91006

**2248. Richard Wightman**

Arcadia, CA 91006

**2249. Mara Leppakuoto**

Arcadia, CA 91006

**2250. Diane Marie Supple**

Arcadia, CA 91006

**2251. Ross Heckmann**

Arcadia, CA 91006

**2252. Stephen Treiman**

Arcadia, CA 91006

**2253. Kevin Chen**

Arcadia, CA 91006

**2254. Irene Dobrzanski**

Arcadia, CA 91007

**2255. Michele Pedrini**

Arcadia, CA 91007

**2256. William Heuser**



# SIERRA CLUB

Arcadia, CA 91007

**2257. Penn Patton**

Arcadia, CA 91007

**2258. Pag Guiffrida**

Arcadia, CA 91007

**2259. John Mynster**

Arcadia, CA 91007

**2260. Sarah Sismondo**

Duarte, CA 91010

**2261. Valerie Longo**

Duarte, CA 91010

**2262. Valerie Longo**

Duarte, CA 91010

**2263. Brian Barrett Marugg**

Duarte, CA 91010

**2264. Anna Armstrong**

Duarte, CA 91010

**2265. Susan Cross**

Duarte, CA 91010

**2266. Janet Howell**

Duarte, CA 91010

**2267. Tom Feldman**

La Canada Flintridge, CA 91011

Climate change is an existential threat to our children and generations to come. It's time to do everything we can to end the era of fossil fuels and begin the era of renewable energy.

**2268. Jordan Berkley**

La Canada, CA 91011



Growing up there were days where school was canceled and you could walk outside because of the air pollution

**2269. Tom Feldman**

La Canada Flintridge, CA 91011

**2270. Nick Mastrodemos**

La Canada, CA 91011

**2271. Susie Haleblian**

La Canada Flintridge, CA 91011

**2272. Steve Porter**

La Canada Flintridge, CA 91011

**2273. Michelle Lee**

La Canada, CA 91011

**2274. T Feldman**

La Canada Flintridge, CA 91011

**2275. Lance Johnson**

Glendale, CA 91011

**2276. David Holmes**

La Canada Flt, CA 91011

**2277. Carol Stewart**

La Canada Flintridge, CA 91011

**2278. Marizela Alvarez**

La Canada Flintridge, CA 91011

**2279. Adrian Zywno Adrian Zywno**

La Canada Flintridge, CA 91011

**2280. Michael Listo**

La Canada, CA 91011



**2281. John Haupt**

Monrovia, CA 91016

GREATER EFFORT NEEDS. TO MADE RESPECTFUL OF OUR AIR QUALITY. PLEASECONTINUE. TO ENFORCE. AND INCREASE CLEAN AIR STANDARDS.

**2282. Edward Mejia**

Monrovia, CA 91016

Having lived my whole life in Los Angeles area as an asthmatic child, I want a healthier environment and future for my child. The urgency is real for all of us, but most real for our children!

**2283. Patience Pohjala**

Monrovia, CA 91016

I frequently suffer from respiratory problems related to the air quality. I know this is a problem because it affects me as well, living in Southern California

**2284. Linda Elyad**

Monrovia, CA 91016

I've been concerned about this issue for years. I am speaking up for those who are unable to. Personally I am adversely effected by emissions from vehicles.

**2285. Sheri Lochner**

Monrovia, CA 91016

My health and the health of my community depends on your actions to reduce emissions.

**2286. Russel Babbitz**

Monrovia, CA 91016

We depend on the Air Quality District to protect the health of our children!

**2287. Geoffrey Nutting**

Monrovia, CA 91016

You and the SCAQMD can ensure that air quality is not a health hazard for those living in the Los Angeles area.

**2288. Javier Gonzalez**

Monrovia, CA 91016

**2289. Angelica Chavez**

Monrovia, CA 91016



# SIERRA CLUB

**2290. Judy Hasty**

Monrovia, CA 91016

**2291. Margaret Shuler**

Monrovia, CA 91016

**2292. Wendy Raymond**

Laguna Niguel, CA 91016

**2293. Alison Dickey**

Monrovia, CA 91016

**2294. Lisa Labrie**

Monrovia, CA 91016

**2295. DennisAndrea Hopkins**

Monrovia, CA 91016

**2296. Thurston Hyde**

Monrovia, CA 91016

**2297. Jennifer Ho**

Montrose, CA 91020

I live in Los Angeles and have developed asthma despite no family history. The toxic air pollution makes it so hard to breathe. Compound that with smoke from wildfires, it's honestly unbearable. Take action now to restore clean air to the state that we love - and do it in an equitable way.

**2298. Randy Nichols**

Montrose, CA 91020

We must fight hard to get ahead of increasing air pollution now that Washington is relaxing regulations and more people are buying bigger cars and trucks. We need incentives to help people change behavior to make air (and water) cleaner and all of us have less chance of cancer and other diseases.

**2299. Karen Berger**

Montrose, CA 91020



**2300. Renee Cossutta**

Sierra Madre, CA 91024

As many others do, I suffer the affects of dirty air.

**2301. Michael Gittelman**

Sierra Madre, CA 91024

Diesel is not and has never been a clean burning, safe fuel. It is past time to phase them out forthrightly and ban them entirely in the medium term.

**2302. Karina White**

Sierra Madre, CA 91024

Please continue to lead on air quality in California. As a long-term LA resident, I really appreciate having clean air to breathe!

**2303. Despina Tsiknas-Arzouman**

Sierra Madre, CA 91024

When are politicians and bureaucrats going to rally against the OLIGARCHY and DO THE RIGHT THING FOR CITIZENS? Get over your cowardliness and Grow UP.

**2304. Sharon McCormick**

Sierra Madre, CA 91024

Why does this matter to me - and to you? Lungs, heart, children.... Thank you.

**2305. John Herziger**

Sierra Madre, CA 91024

**2306. Stephanie Schoen**

Sierra Madre, CA 91024

**2307. Susan Hoskins**

Sierra Madre, CA 91024

**2308. Robert Buckner**

Sierra Madre, CA 91024

**2309. Renee Cosutta**

Sierra Madre, CA 91024

**2310. Delia Hitz**





Sierra Madre, CA 91024

**2311. Mary Cecile Goodwin**

Sierra Madre, CA 91024

**2312. Leslie Schenker**

Sierra Madre, CA 91024

**2313. M Shuster**

Sierra Madre, CA 91024

**2314. Albert Metzger**

Sierra Madre, CA 91024

**2315. Christine Gladish**

Sierra Madre, CA 91024

**2316. Connie Luder**

Sierra Madre, CA 91024

**2317. Keith Wheldon**

Sierra Madre, CA 91024

**2318. Michael Mills**

Sierra Madre, CA 91025

**2319. Gregory Kinne**

Sierra Madre, CA 91025

**2320. Olga Palo**

South Pasadena, CA 91030

Don't bring back the bad old '50s when all us kids had burning lungs and teary eyes from playing outside after school.

**2321. Wendy Edwards**

South Pasadena, CA 91030

Having grown up in the LA area since 1950, it's given me great hope and pride to see how our region tackled the air pollution problem. Smog has been so greatly reduced, making it a healthier and happier place to live. I never thought I'd live to see the day, after so much



progress, when we would backslide and allow corporate interests and profits to take priority once again over clean air! Please make non-polluting vehicles a priority for the near future!

**2322. Andres Oyaga**

South Pasadena, CA 91030

My asthma is becoming more intolerable everyday. Please help us.

**2323. Jo Lane**

South Pasadena, CA 91030

Our children and our elders are most affected by air pollution we need to change course and protect them which will also protect ourselves

**2324. Gloria Kilian**

South Pasadena, CA 91030

Please, please protect our health by protecting our air. I affirm strong rules against our biggest polluters.

**2325. William Mahoney**

South Pasadena, CA 91030

The impact of having clean air for employees to get to work, be productive cannot be overstated. I'm sure that you realize the competitive edge that gives our country.

**2326. Sandra Kitto**

South Pasadena, CA 91030

The time is now. We need to put people and the environment first in making these kinds of decisions that will have long term impact on our quality of life. Please be strong and do the right thing for your fellow citizens.

**2327. C Ray**

South Pasadena, CA 91030

Under the current administration the air I breathe feels like swallowing flies

**2328. Debbie Burkart**

South Pasadena, CA 91030

We need to protect our children and the aged's health - and not compromise our air quality when pollutants can be controlled for not too much extra cost. Lives more important than excessive profits!

Thank you.



# SIERRA CLUB

**2329. Kaycelyne Johnson**  
Kaycelyne, CA 91030

**2330. Tiffny Shanaughy**  
South Pasadena, CA 91030

**2331. Jacqueline DeLaney**  
South Pasadena, CA 91030

**2332. Carey Wickham**  
South Pasadena, CA 91030

**2333. Tiffany Mai**  
South Pasadena, CA 91030

**2334. Elliot Caine**  
South Pasadena, CA 91030

**2335. Leonardo Zuniga**  
South Pasadena, CA 91030

**2336. Aida Marina**  
South Pasadena, CA 91030

**2337. Lenore Rodah**  
South Pasadena, CA 91030

**2338. Christopher Bachman**  
South Pasadena, CA 91030

**2339. Noriene Ginsburg**  
South Pasadena, CA 91030

**2340. Elizabeth Finnegan**  
South Pasadena, CA 91030

**2341. Skylar Sutton**  
South Pasadena, CA 91030



# SIERRA CLUB

**2342. Lenore Rodah**

South Pasadena, CA 91030

**2343. Peter Friedman**

South Pasadena, CA 91030

**2344. Dana Barbera**

South Pasadena, CA 91030

**2345. Matthew Barbato**

South Pasadena, CA 91030

**2346. Carol Schneider**

South Pasadena, CA 91030

**2347. Paul & Gloria Kilian**

South Pasadena, CA 91030

**2348. Randall Lake**

South Pasadena, CA 91030

**2349. Amy Wells**

South Pasadena, CA 91030

**2350. Heather Kngith**

South Pasadena, CA 91030

**2351. Andrea Di Giorgi**

South Pasadena, CA 91030

**2352. John Dullaghan**

South Pasadena, CA 91030

**2353. Lori Herrington**

South Pasadena, CA 91030

**2354. Taiji Miyagawa**

South Pasadena, CA 91030



# SIERRA CLUB

**2355. Donald Sage Mackay**  
South Pasadena, CA 91031

**2356. Indee Brooke**  
Sunland, CA 91040  
Breathing is basic for all life.

**2357. Kathleen Travers**  
Sunland, CA 91040  
I grew up in Carson, surrounded by five oil refineries - sometimes now the air quality hammers at my asthmatic chest, feeling just like it did 50 years ago.  
Please clean up our air - zero out our growth and eliminate polluting industries and vehicles so that we don't end up in Asthma Alley.

**2358. Gail Wilke**  
Sunland, CA 91040

**2359. Maryjaye Simms**  
Sunland, CA 91040

**2360. Janek Bielski**  
Sunland, CA 91040

**2361. Katharine Warner**  
Sunland, CA 91040

**2362. Monique Lukens**  
Sunland, CA 91040

**2363. James Reynolds**  
Sunland, CA 91040

**2364. Barbara Bellano**  
Sunland, CA 91040

**2365. Pat Kramer**  
Sunland, CA 91040

**2366. Brian Gwinn**



Sunland, CA 91040

**2367. Chris Eaton**

Tujunga, CA 91042

I have watched several of my Grandchildren suffer with asthma in a family where there has been none in the past. The world is not as healthy as it was when I grew up! We have allowed it to be fouled by the greed of a select class who put nothing above their own wealth. This is very wrong and it has to stop!

Please adopt a strong Indirect Source Rule that puts investments in zero emission vehicles and electrification at the forefront of the rule.

The air we breathe definitely isn't going to get any cleaner if we continue the status quo of burning dirty fuels, and that includes the so-called "natural" gas. It's time to prioritize the investment in clean technologies like zero emission vehicles and battery electric trucks.

We can no longer suffer the effects of the greed of those who put their corporate or personal profit over the health of our people and our planet!

When did caring for our children become a low priority?

**2368. George Dignan**

Tujunga, CA 91042

Now is the critical time to take action on this important step in continuing to positively impact our air quality. Please!

**2369. Gwyn Drischell**

Tujunga, CA 91042

**2370. Jo Torina**

Tujunga, CA 91042

**2371. Ken Gilliland**

Tujunga, CA 91042

**2372. D. Lancon**

Tujunga, CA 91042

**2373. Brett Bell**

Tujunga, CA 91042

**2374. Daniel Hatcher**

Tujunga, CA 91042



# SIERRA CLUB

**2375. Christine Villegas**

Tujunga, CA 91042

**2376. David and Dawn Jenkins**

Tujunga, CA 91042

**2377. Diane Cantwell**

Tujunga, CA 91042

**2378. Robert Lappo**

Tujunga, CA 91042

**2379. Debbie Longwith**

Tujunga, CA 91042

**2380. MaryAnne Steinberger**

Tujunga, CA 91042

**2381. Joe Howell**

Tujunga, CA 91042

**2382. Oscar Alvarez**

Tujunga, CA 91042

**2383. Katherine Aker**

Tujunga, CA 91042

**2384. Ana Millaruelo**

Tujunga, CA 91042

**2385. Nadine Curias**

Tujunga, CA 91042

**2386. Dena Kelley**

Tujunga, CA 91042

**2387. Shannon Mccorry**

Tujunga, CA 91042



**2388. Jack A. Morlock**

Pasadena, CA 91101

Air quality needs to improve faster.

**2389. Ruth Boyer**

Pasadena, CA 91101

California should lead the way in clean air as it does in supporting the handicapped and education for all. Survival depends on it.

**2390. Carolyn Harris**

Pasadena, CA 91101

I am signing this because I know that clean air is so important after living in Los Angeles for more than 50 years.

**2391. Andrew Good**

Pasadena, CA 91101

The poorest Californians deal with some of the state's dirtiest air. At the same time, California is suffering some of its worst fire seasons due to climate change. Why wait to make a difference? We need to make sure that all sources of pollution are accounted for - including those coming from commercial trucking - is zeroed out as soon as possible.

**2392. Steve Schaefer**

Pasadena, CA 91101

**2393. Virginia Clarke**

Pasadena, CA 91101

**2394. Darrell Clarke**

Pasadena, CA 91101

**2395. Richard Kornfeld**

Pasadena, CA 91101

**2396. Carol Gignoux**

Pasadena, CA 91101

**2397. masha nolde**

pasadena, CA 91101





**2398. Patricia Depew**  
Pasadena, CA 91101

**2399. Steve Rosin**  
Pasadena, CA 91101

**2400. Steven Schaefer**  
Pasadena, CA 91101

**2401. Dave Guttman**  
Pasadena, CA 91101

**2402. Linley Green**  
Pasadena, CA 91101

**2403. Stephen Whitt**  
Pasadena, CA 91101

**2404. Lauren Shapiro**  
Pasadena, CA 91101

**2405. Betty Madden-Wicklund**  
Pasadena, CA 91103

Clean air protects all life and prevents poor health and that is good for all life. A no brainer.

**2406. Barbara Bruner**  
Pasadena, CA 91103

I am old enough to remember when the air quality in southern California was so bad as a child you could feel the symptoms in your chest and we had to remain indoors to avoid more serious effects. I do not wish to have the state revert that dangerous period. Please take the necessary steps to make clean air a priority.

**2407. Catherine Beauchamp**  
Pasadena, CA 91103

**2408. Stephanie Shlasky**  
Pasadena, CA 91103



**2409. Susan Walp**  
Pasadena, CA 91103

**2410. Linda Reuter**  
Pasadena, CA 91103

**2411. Kristen Terry**  
Pasadena, CA 91103

**2412. Kathy Mora**  
Pasadena, CA 91103

**2413. Lenna Weidman**  
Pasadena, CA 91103

**2414. Vanessa Algotsson**  
Pasadena, CA 91103

**2415. Laurie Anderson**  
Pasadena, CA 91103

**2416. Phil Blum**  
Pasadena, CA 91104  
I drive an electric car. I'm doing my part, trucks should too!

**2417. Holly Brody**  
Pasadena, CA 91104  
I have a son with asthma.

**2418. Richard Luczynski**  
Pasadena, CA 91104  
I have been trying for years to get disclosure statements part of contracts where people renting or owning units close to the 210 Freeway here in Pasadena have a better idea of what their health risks will be that isn't disclosed when they move into their units. I think we all can see the soot that develops daily on our window sills, plants and everything else and wonder where it is coming from? We continue to breathe the same stuff daily and wonder why as our health deteriorates what the cause was? It's time to get the 2.5 particles out of our lungs and to do so we need the disclosures to get people to make better choices on what they buy and where



they live. Today our city doesn't talk about Air quality and health risks. They just keep building more units and guarantee more health problems will follow.

**2419. Duncan Sinclair**

Pasadena, CA 91104

I hope to buy a plug-in hybrid in 2020, but the cost is prohibitive.

**2420. Carol Maffin**

Pasadena, CA 91104

I want my family, friends and neighbors to enjoy a clean, healthy environment. This is our legacy for generations to come.

**2421. Erica Nellessen**

Pasadena, CA 91104

This is a basic human right!

**2422. Pepi Feinblatt**

Pasadena, CA 91104

**2423. Sonia Murphy**

Pasadena, CA 91104

**2424. Jennie Cohen**

Pasadena, CA 91104

**2425. Abby Wanamaker**

Pasadena, CA 91104

**2426. Anouchka Ferrer**

Pasadena, CA 91104

**2427. Clemencia De Leon**

Pasadena, CA 91104

**2428. Maria Hughes**

Pasadena, CA 91104

**2429. Bill Evans**

Pasadena, CA 91104



# SIERRA CLUB

**2430. Andrew Schauer**  
Pasadena, CA 91104

**2431. Gerald Orcholski**  
Pasadena, CA 91104

**2432. Anastasia Jaress**  
Pasadena, CA 91104

**2433. Patricia Zeider**  
Pasadena, CA 91104

**2434. Juliet Ryan-Davis**  
Pasadena, CA 91104

**2435. John Ripley**  
Pasadena, CA 91104

**2436. Claudia Lee**  
Pasadena, CA 91104

**2437. Jay Whittaker**  
Pasadena, CA 91104

**2438. Chiara Scaramuzzino**  
Pasadena, CA 91104

**2439. Darryl Morgan**  
Pasadena, CA 91104

**2440. Toni Moore**  
Pasadena, CA 91104

**2441. Genghis Galahad**  
Pasadena, CA 91104

**2442. David Eder**  
Pasadena, CA 91105



Dear AQMD Governing Board, please support clean air in our beautiful region: Adopt a STRONG Indirect Source Rule! Thank you for your consideration in this important matter.

**2443. Lee Walker**

Pasadena, CA 91105  
I need to breathe.

**2444. Mary Hayden**

Pasadena, CA 91105

My colleague is an emergency room MD in south central LA. He says that he is seeing more and more victims of poor air quality, including asthma and permanent lung damage in children who live near industrial areas. As we enter a time of more and more extreme heat waves, this dangerous public health crisis only increases. Please act to preserve the health of all our children and families!

**2445. Thad Zajdowicz**

Pasadena, CA 91105

Please take steps to keep our air clean

**2446. James Spencer**

Pasadena, CA 91105

We die! Unless we change.

**2447. Alan Bair**

Pasadena, CA 91105

We have train lines to the ports. Certainly much more can be shipped by rail. The rest should move via modern cleaner burning diesel, or electric trucks.

**2448. Cheryl Auger**

Pasadena, CA 91105

We need to restore our community for healthier lives and to help mitigate climate change.

**2449. Nancy Hubbs-Chang**

Pasadena, CA 91105

**2450. Erika Vargas**

Pasadena, CA 91105

**2451. Patricia Ulloa**



Pasadena, CA 91105

**2452. Petite Morrison**

Pasadena, CA 91105

**2453. Jami Pillow**

Pasadena, CA 91105

**2454. Leelee Walker**

Pasadena, CA 91105

**2455. Richard Valencia**

Pasadena, CA 91105

**2456. Jason Lue**

Pasadena, CA 91105

**2457. Edward Boyer**

Pasadena, CA 91105

**2458. Andrea Davis**

Pasadena, CA 91106

Particulates in the air are so terribly dangerous to health of children and all ages - in particular, particulates coming from truck exhaust - must be regulated/controlled/reduced for the sake of our healthy California future.

**2459. Diana Atkins**

Pasadena, CA 91106

Please consider the quality of the air - we all breath it, especially our children. Invest in zero emission vehicles!

**2460. Christine Sneed**

Pasadena, CA 91106

Please fight any forces that are bent on polluting our air and poisoning our communities with toxins.

**2461. Tatiana Bonilla**

PASADENA, CA 91106

We care about the environment and we have the right to have clean air.



# SIERRA CLUB

**2462. Ramona Coronado**

Pasadena, CA 91106

We had finally reached the point where Southern California had healthy air quality and now it's all gone downhill. We did it once, we can do it again. No reason why this is impossible to accomplish. Healthy air is a right for every human being.

**2463. MARK SCHWARTZ**

Pasadena, CA 91106

Without air, where will we be?

**2464. Marc Futernick**

Pasadena, CA 91106

**2465. Genette Foster**

Pasadena, CA 91106

**2466. Todd Herman**

Pasadena, CA 91106

**2467. Frankie Zamora**

Pasadena, CA 91106

**2468. Natalie Cohen**

Pasadena, CA 91106

**2469. Christine Ma**

Pasadena, CA 91106

**2470. Beth Herndobler**

Pasadena, CA 91106

**2471. Jason Kruse**

Pasadena, CA 91106

**2472. Christine Ventenilla**

Pasadena, CA 91106

**2473. Areta Crowell**



Pasadena, CA 91106

**2474. Rachel Rodriguez**

Pasadena, CA 91106

**2475. Lynne Pertum**

Pasadena, CA 91106

**2476. Mario Rivas**

Pasadena, CA 91106

**2477. James Hatch**

Pasadena, CA 91106

**2478. Gloria Russo**

Pasadena, CA 91106

**2479. Roberto Bosio**

Pasadena, CA 91107

Do the right thing and protect the health of children by keeping our air clean.

**2480. Susan Dembowski**

Pasadena, CA 91107

Having so many large warehouses and the massive trucking going back and forth on our freeways from the ports adds an immense amount of pollution making it harder for everyone to breath, including senior citizens like my husband and myself. Dirty trucks compound the poor air quality of our surrounding airports, rail yards, etc.

It's time for electric trucks.

**2481. Jessica Ludwig**

Pasadena, CA 91107

I have severe allergies to urban pollution and would love to see proper infrastructure for clean transportation.

**2482. Jaime Arellano**

Pasadena, CA 91107

I want the air that I breath to be much better than what it is please make this happen. Thank you.





# SIERRA CLUB

**2483. Daniel Roddick**

Pasadena, CA 91107

Please! Let's step up to this opportunity now.

**2484. Katie Riggs**

Pasadena, CA 91107

Please, for my health and everyone's, protect the air we breathe.

**2485. Kathryn Dawson**

Pasadena, CA 91107

Since the federal government won't act, CA must lead in this crucial area

**2486. Gloria Cuevas**

Pasadena, CA 91107

**2487. Barbara Bellano**

Pasadena, CA 91107

**2488. Ford Taylor**

Pasadena, CA 91107

**2489. Julia Conklin**

Pasadena, CA 91107

**2490. Joan & Andreas Aebi**

Pasadena, CA 91107

**2491. Robert Paquette**

Pasadena, CA 91107

**2492. Nora Bakshandeh**

Pasadena, CA 91107

**2493. Matthew Owen**

Pasadena, CA 91107

**2494. Jessica Krick**

Pasadena, CA 91107



# SIERRA CLUB

**2495. Sharon Schneider**  
Pasadena, CA 91107

**2496. Elizabeth Estes**  
Pasadena, CA 91107

**2497. Paige Ziehlermartin**  
Pasadena, CA 91107

**2498. Jo Ann Kiva**  
Pasadena, CA 91107

**2499. Roberta Barnes**  
Pasadena, CA 91107

**2500. Mclean Wright**  
Pasadena, CA 91107

**2501. Joan Wickham**  
Pasadena, CA 91107

**2502. Paula Adams**  
Pasadena, CA 91107

**2503. Hayley Marcus**  
Pasadena, CA 91107

**2504. Ed Dembowski**  
Pasadena, CA 91107

**2505. Joe Pardee**  
Pasadena, CA 91107

**2506. laura kenan**  
Pasadena, CA 91107

**2507. Jeffrey Leming**  
Pasadena, CA 91107



# SIERRA CLUB

**2508. Piero Chiappina**

Pasadena, CA 91107

**2509. Susan Dembowski**

Pasadena, CA 91107

**2510. Maggie Brewer**

Pasadena, CA 91107

**2511. Seanna Shutta-Morgan**

Pasadena, CA 91107

**2512. Cruz Clarisa Ru**

San Marino, CA 91108

Thank you for taking the time to consider the seriousness of this issue now and in our future.

**2513. Laurie Barlow**

San Marino, CA 91108

**2514. Michael Szeto**

San Marino, CA 91108

**2515. Gary Jones**

San Marino, CA 91108

**2516. Caline McaMillan**

Pasadena, CA 91108

**2517. Richard M Vartanian**

Pasadena, CA 91116

**2518. Joel Haber**

Pasadena, CA 91125

Too many elementary schools are close to freeways in Los Angeles County, the children attending these public schools are daily exposed to poor air quality from the heavy traffic and many trucks, resulting in a very high incidence of asthma and other respiratory illnesses. This childhood exposure will have life-long consequences. Even one more day of delay is too long.

**2519. Noah Ortiz**



Pasadena, CA 91126

**2520. Maryfrances Gill**

Glendale, CA 91201

I have had asthma my entire life. It was terrifying as a child to be unable to breathe. It still is scary at the age of sixty. There are so many things I would have liked to do, but asthma wouldn't let me. Clean up the air, so no other child has to go through this. Thank you.

**2521. Henry Schlinger**

Glendale, CA 91201

Please adopt an Indirect Source Rule that prioritizes investments in zero emission vehicles and electrification for the sake of my child!

**2522. Hank Schlinger**

Glendale, CA 91201

Please adopt an Indirect Source Rule that prioritizes investments in zero emission vehicles and electrification so my child doesn't have to breathe in toxic air and potentially suffer long-term health problems.

**2523. Teni Hakopian**

Glendale, CA 91201

Polluted air in the 1970s led to acid rain, the state of Cali overcame it. But now we are going back to this polluted air leading to acid rain.

**2524. Margaret Burdge**

Glendale, CA 91201

The air quality affects everything our bodies absorb--through lungs, skin, eyes, nose, mouth. We want a healthy environment not only because the Planet needs it, not only because it's more esthetically pleasing, but because we need healthy citizens. Please stand for a strong ISR!

**2525. David & Sally Schnitger**

Glendale, CA 91201

Traffic in the Los Angeles basin is at an all-time high, and the air quality is suffering. I have not seen the air this bad since the 1970s. It is time to take action to improve our air.

Thank you.

**2526. Aaron Jackson**

Glendale, CA 91201



We must invest in protections for the people, we must invest in clean water and clean air. We must stop all oil production near our homes schools and work places. We can not afford to wait ? we are inhaling NOW!

**2527. Mary Achenbach**

Glendale, CA 91201

**2528. Ann Shea**

Glendale, CA 91201

**2529. Nancy Brodersen**

Studio City, CA 91201

**2530. W Gish**

GLENDALE, CA 91201

**2531. Chester Hansen**

Glendale, CA 91201

**2532. Monica Campagna**

Glendale, CA 91201

**2533. Norman Goss**

Glendale, CA 91202

Even the visible smog is increasing back to levels of 1980. We must do better!!

**2534. Tanya Wilson**

Glendale, CA 91202

I don't have kids but I care about and am mortified by the ignorant and/or arrogant white house and clueless supporters.

**2535. Alec Shea**

Glendale, CA 91202

I have asthma and the AQI has hovered around 150 for most of the day. I shouldn't have to wear a N95 (or greater) mask just to breathe normally outside!

**2536. Elise Kalfayan**

Glendale, CA 91202



# SIERRA CLUB

I'm a lifelong resident of Southern California and I'm very concerned that we aren't continuing to make progress on clean air for our region.

**2537. Annette Kargodorian**

Glendale, CA 91202

There's nothing more important than clean air and water for good health.

**2538. Barbara Turner**

Glendale, CA 91202

We all depend on air to live. As a primary care physician, I see the consequences of unhealthy air everyday in persons who have asthma attacks and inability to function due to other forms of lung disease that are worsened by pollution. This is a huge priority in our unhealthy environment. Every measure to reduce particulate matter and pollution is critical to living well. Thanks very much for your attention

**2539. Susan-Louise Brauer**

Glendale, CA 91202

When we see the amount of kids with asthma and other respiratory problems that live near freeways, we ought to be aware that to allow things to continue as they are is inhumane, unjust and not good for any of us. Zero emissions will be good for all of us and particularly good for those living near heavy traffic areas.

**2540. Sarah Browder**

Glendale, CA 91202

**2541. Michael Hartigan**

Glendale, CA 91202

**2542. Kay Earls**

Glendale, CA 91202

**2543. Ben Warner**

Los Angeles, CA 91202

**2544. Jeanette Paisley**

Glendale, CA 91202

**2545. John Lombardi**

Glendale, CA 91202



# SIERRA CLUB

**2546. Susan Goldberg**

Glendale, CA 91202

**2547. Hannah Maximova**

Glendale, CA 91202

**2548. Alexander Shea**

Glendale, CA 91202

**2549. Michael Lopez, Sr.**

Glendale, CA 91202

**2550. Tracey Carlisle**

Glendale, CA 91202

**2551. Linda Sturges**

Glendale, CA 91202

**2552. Norman Goss**

Glendale, CA 91202

**2553. Charles Mcisaac**

Glendale, CA 91203

Let's do better. Let's be better.

**2554. Paul Wilkins**

Glendale, CA 91203

**2555. Susi Higgins**

Glendale, CA 91203

**2556. Nik Ewing**

Glendale, CA 91203

**2557. Cindy Karlin**

Glendale, CA 91203

**2558. Catherine Hennessy**



Glendale, CA 91204

We need to do everything humanly possible to keep our planet and ourselves alive.

**2559. Giacomo Cerretti**

Glendale, CA 91204

**2560. Jennifer Donaldson**

Glendale, CA 91204

**2561. Daria Marinelli**

Glendale, CA 91204

**2562. Halley Meiron**

Glendale, CA 91204

**2563. Morgan Goodwin**

Glendale, CA 91204

**2564. Flo Randall**

Glendale, CA 91205

so we all can breathe better!@!

**2565. Jan Leath**

Glendale, CA 91205

**2566. Jamie Brozovich**

Glendale, CA 91205

**2567. Luis Gomez**

Glendale, CA 91205

**2568. Brad Blackburn**

Glendale, CA 91205

**2569. Lia Caprara**

Glendale, CA 91206

I am a pollution specialist, so this matter is very important to me. Not only humans suffer the effects of air pollution, other living beings also. With the earth overpopulation we need to take measures to reduce the levels of pollution we are facing now.





**2570. Carolyn Johnson**

Glendale, CA 91206

I remember what it is like drinking perennially cool, untampered with water straight from the Wasatch ? with no worries. If we had more people who remember such pleasures, perhaps we wouldn't be in crisis.

**2571. Michael Schron**

Glendale, CA 91206

The air we breathe matters, and anyone who has elderly family members or children knows this even more. This is detrimental to our health!

**2572. Carlos Garcia**

Glendale, CA 91206

The children I tutor in the evening and weekends should not have to be made to go indoors due to air pollution.

**2573. Hillary Bhaskaran**

Glendale, CA 91206

We owe it to all animals.

**2574. Alejandro Artigas**

Glendale, CA 91206

**2575. Donielle Lemone**

Glendale, CA 91206

**2576. Claudia Hasenhuttl**

Glendale, CA 91206

**2577. Ronald Warren**

Glendale, CA 91206

**2578. Julia Kwak**

Glendale, CA 91206

**2579. M. Walsh**

Glendale, CA 91206



**2580. Tracy Morrissey**

Glendale, CA 91206

**2581. Sid Johnson**

Glendale, CA 91207

I hate being behind trucks especially a diesel.

**2582. Vivian Kanchian**

Glendale, CA 91207

**2583. Reyko Mori**

Glendale, CA 91207

**2584. Carol Bennett**

Glendale, CA 91207

**2585. Molly Joseph**

Glendale, CA 91207

**2586. Rachel Pringle**

Glendale, CA 91208

I am a runner, and whenever the air is dirty, I cannot run. As a teacher, I also worry about the health impacts of dirty air on our children. Recently, some studies have suggested that pollution may cause Alzheimer's as well, a disease that took my grandmother's life. Please, protect American citizens and prioritize policies that will clean our dirty air. EVERYONE breathes and EVERYONE needs clean air.

**2587. R. Leslie Choi**

Glendale, CA 91208

Please act urgently, for the sake of my wife and millions of other SoCal people suffering from respiratory diseases, for the sake of clearing the nasty layer of smog that almost perpetually hangs over the L.A. Metro area, and for the sake of putting the brakes on global warming, climate change and the impending world-wide catastrophes!

**2588. NANCY Klein**

Glendale, CA 91208

The obvious reason this matters:

Clean air for health and climate protection.

Pollution causes pulmonary disease, cancer , asthma, etc. These diseases



Cost billions of dollars for medical care which costs gov billions. Politicians are elected by the people to work for to benefit people. Why do they stand by and thus make harmful decisions.

**2589. Katelyn Cunningham**

Glendale, CA 91208

**2590. Armand Desharnais**

Glendale, CA 91208

**2591. Fred Cerrillo**

Glendale, CA 91208

**2592. R.Leslie Choi**

Glendale, CA 91208

**2593. Henrik Fallian**

Glendale, CA 91208

**2594. Maria Andrade**

Glendale, CA 91208

**2595. Joanna Hess**

Glendale, CA 91208

**2596. Thomas Trappler**

Glendale, CA 91208

**2597. Gloria Kevorkian**

Glendale, CA 91208

**2598. Silvana Sahakian**

Glendale, CA 91208

**2599. Jora Amiri**

Glendale, CA 91208

**2600. Melanie Mckinnell**

Glendale, CA 91208



**2601. Edith Lytle Haddad**

Glendale, CA 91208

**2602. Michael Berlind**

Glendale, CA 91210

**2603. Gordon Ownby**

La Crescenta, CA 91214

Make sure that a strong economy is not a strong polluting economy. Let's expand the use of commerce transit using zero-emission trucks.

**2604. Barbara Poland**

La Crescenta, CA 91214

we all are entitled to clean air and water, we must protect our citizens

**2605. Al Gazzilli**

La Crescenta, CA 91214

We MUST do everything to protect us now and for my grandchildren's generation...

**2606. Jeremy Burnham**

La Crescenta, CA 91214

While our air quality is certainly better than in the 1950s, we still have a ways to go to make it better. With current technology, there is no valid reason not to use pollution-free electric trucks. Old diesel technology needs to be phased out; it should no longer be an option.

**2607. Veena Sud**

La Crescenta, CA 91214

**2608. Jozefina Kaczmarek**

La Crescenta, CA 91214

**2609. Kim Moreno**

Glendale, CA 91214

**2610. John Fisanotti**

La Crescenta, CA 91214

**2611. Christa Chilton**



# SIERRA CLUB

La Crescenta, CA 91214

**2612. Rolf Mauermann**

La Crescenta, CA 91214

**2613. Arlette Towner**

La Crescenta, CA 91214

**2614. Moses Carl**

La Crescenta, CA 91214

**2615. Fred Licht**

La Crescenta, CA 91214

**2616. Eric Swenson**

Glendale, CA 91214

**2617. Frank Rahtz**

Glendale, CA 91214

**2618. Catherine Hunter**

La Crescenta, CA 91214

**2619. Jeremy Burnham**

La Crescenta, CA 91214

**2620. Roshanne Agheveli**

Montrose, CA 91214

**2621. Jozefina Kaczmarek**

La Crescenta, CA 91214

**2622. Bonnie Eagle**

La Crescenta, CA 91214

**2623. Stacy Toyon**

La Crescenta, CA 91214

**2624. Michael Proctor**



# SIERRA CLUB

La Crescenta, CA 91214

**2625. Rich Toyon**

La Crescenta, CA 91214

**2626. Susan Zollinger**

La Crescenta, CA 91224

**2627. Al Kisner**

La Crescenta, CA 91224

**2628. Rebecca Geiser**

Glendale, CA 91225

We have law's in since the 1920's, & 1930's, yet the criminals of the corporations only want 'Profit's". Until the law works the same for everyone (not to Protect the1%', we can never keep the USA safe or even clean of Toxins! To much illegal dumping; in which needed s to stop a.s.a.p.

**2629. Valesca Naue**

Glendale, CA 91225

**2630. Jack Holmes**

Agoura Hills, CA 91301

Clean Air!!!!

**2631. jon mocey-hanton**

agoura hills, CA 91301

please do the right thing

thank you

**2632. Richard And Pamela Still**

Agoura Hills, CA 91301

The world is getting warmer and climate change is real. We require zero emission vehicles now!

**2633. Gary Haven**

Agoura Hills, CA 91301

**2634. Roger Ewing**



# SIERRA CLUB

Agoura Hills, CA 91301

**2635. Tamara Lesser**

Agoura Hills, CA 91301

**2636. Vince Chaney**

Agoura Hills, CA 91301

**2637. Philip McMorrow**

CALABASAS, CA 91301

**2638. Shannon Toma**

Agoura Hills, CA 91301

**2639. Taryn Braband**

Agoura, CA 91301

**2640. Claire Williams**

Agoura Hills, CA 91301

**2641. Carol Graves**

Agoura Hills, CA 91301

**2642. Debra Lichstein**

Agoura Hills, CA 91301

**2643. molly g**

agoura hills, CA 91301

**2644. Benjamin Reicher**

Agoura Hills, CA 91301

**2645. Amy Fisher**

Agoura Hills, CA 91301

**2646. Isabel Snyder**

Calabasas, CA 91302

Also add a law to stop idling your engine when sitting in s parking lot , Max idling time 2 minutes! We are killing us and our planet over the laziness of people!



**2647. Kristen Varbel**

Calabasas, CA 91302

I do hope you can help us find a solution. I do a lot of shopping online simply because I live in a heavily trafficked area. In So-Cal. It would be nice to think that by shopping online, I am doing more good than harm to the environment.

**2648. Joanne Sotura**

Calabasas, CA 91302

I support this wholeheartedly, because I live near a freeway and I understand that car combustion can also leave a negative residue and toxic effect on communities that live near freeways. So people like you who realize many of the harmful effects of polluted air makes sense. Especially when individuals such as your self notice the negative effects various infrastructure can bring to our communities too. If the area can find a way to keep air quality down, then it would be a welcoming situation for job creation for those communities and cities as well.

**2649. Rodolfo Anaya**

Calabasas, CA 91302

Is now or never

**2650. D Shah**

Calabasas, CA 91302

Isn't it time to get our priorities straight? Like HEALTH, always #1, That equals zero emissions , doesn't it?

**2651. Stephan Dalyai**

Calabasas, CA 91302

Let's help create cleaner air quality and support new technology with EV vehicles.

**2652. R Wilkinson**

Calabasas, CA 91302

Why does it matter? Duh, we are human beings. I have grandchildren. Not to mention keeping the planet healthy.

**2653. Thomas M Canning**

Calabasas, CA 91302

**2654. Brian O'Neill**





# SIERRA CLUB

Calabasas, CA 91302

**2655. Sheila Rosenthal**

Calabasas, CA 91302

**2656. Gloria Liu**

Calabasas, CA 91302

**2657. Vivian Deutsch**

Calabasas, CA 91302

**2658. Tracey Arnold**

Calabasas, CA 91302

**2659. Richard Packer**

Calabasas, CA 91302

**2660. Debbi Gillman**

Hidden Hills, CA 91302

**2661. Ron Season**

Calabasas, CA 91302

**2662. Daryl Spafford**

Woodland Hills, CA 91302

**2663. Melanie Fisher**

Calabasas, CA 91302

**2664. Michael Bourke**

Calabasas, CA 91302

**2665. Andrew Bearer**

Calabasas, CA 91302

**2666. Tamra Schnitman**

Calabasas, CA 91302

**2667. Frances Alet**



# SIERRA CLUB

Calabasas, CA 91302

**2668. Naomi Ramirez**

Canoga Park, CA 91303

We all have a right to clean air.

**2669. Patricia Gleason**

Canoga Park, CA 91303

**2670. Christopher Wong**

Canoga Park, CA 91303

**2671. Jim Jennings**

Woodland Hills, CA 91303

**2672. Gina Mirabile**

Canoga Park, CA 91303

**2673. Olga Sevilla**

Canoga Park, CA 91303

**2674. Tobie Finkelstein**

Woodland Hills, CA 91303

**2675. Diane Inferrera**

Canoga Park, CA 91303

**2676. Chris Wong**

Canoga Park, CA 91303

**2677. Anna Boghosian**

West Hills, CA 91304

You need to do the right thing, make the decision that is in the BEST interest of the planet?-Not your back pocket.

**2678. Marcella Varnado**

Canoga Park, CA 91304

Zero-emission vehicles make the air and water cleaner and sustainable. It is very healthy for the environment and earth.



# SIERRA CLUB

**2679. Leila Zaharopoulos**  
Canoga Park, CA 91304

**2680. Mark Albert**  
West Hills, CA 91304

**2681. Peter Hogan**  
West Hills, CA 91304

**2682. Juliette Boewe**  
West Hills, CA 91304

**2683. Karen O'Rourke**  
Canoga Park, CA 91304

**2684. Mike Breidegam**  
Canoga Park, CA 91304

**2685. Tiffany Do**  
Canoga Park, CA 91304

**2686. Forrest Hutchens**  
Los Angeles, CA 91304

**2687. Julie Du Bois**  
West Hills, CA 91304

**2688. Paulette Borkowski**  
Canoga Park, CA 91304

**2689. Giselle Burns**  
West Hills, CA 91304

**2690. Theresa Powers**  
Canoga Park, CA 91304

**2691. Martha Nuno**  
Canoga Park, CA 91304



**2692. Lisa Reeber**

Winnetka, CA 91306

California needs to be a leader in promoting clean air, especially since we contribute to so much of our nation's air pollution. Please, please, make air quality a priority. Zero emissions vehicles are the only answer to this crisis. Thank you.

**2693. Jose Betancourt**

Winnetka, CA 91306

Great air quality is important to me and my family. My little sister was born with asthma and due to poor air quality she has missed school. Please consider the future of tomorrow and do the right thing. People Over Profit!

**2694. Lenka Fodich**

Winnetka, CA 91306

My daughter has cancer.

**2695. Jeff Rubinstein**

Winnetka, CA 91306

**2696. LeeAnn Lopez**

Winnetka, CA 91306

**2697. Regina Phillips**

winnetka, CA 91306

**2698. Gail Wanhala**

winnetka, CA 91306

**2699. MATTHEW PETERSON**

WINNETKA, CA 91306

**2700. Binh Tang**

Winnetka, CA 91306

**2701. Martitia Palmer**

Winnetka, CA 91306

**2702. Laurie Manners**



Winnetka, CA 91306

**2703. Tiffany-Marie Austin**

Winnetka, CA 91306

**2704. Cecile Michaelis**

Winnetka, CA 91306

**2705. Elizabeth Kiely**

Winnetka, CA 91306

**2706. Denise Schlatter**

Winnetka, CA 91306

**2707. Christine Rowe**

West Hills, CA 91307

I receive the daily notices from the SCAQMD. There are not enough monitoring stations and therefore, you use atmospheric modeling to determine our air quality. I live in the West San Fernando Valley within just a few miles of where the Wooldey Fire started. Yet the air quality monitors are in Reseda several miles east of me.

Air monitoring needs to be a priority. I live between the 101 and 118 freeways, and I know the air quality along those freeways based on CalEnviroScreen 3.0 Pollution Burden maps. We need more accurate monitoring so we can find ways to mitigate the poor air quality that our sensitive receptors face.

**2708. Gerald Detamore**

West Hills, CA 91307

We all have to breath the air and be able to do the work, be outside, and enjoying all of the beautiful places we can enjoy!

**2709. Mike Jones**

West Hills, CA 91307

**2710. Ken Gold**

Bell Canyon, CA 91307

**2711. Susan Johnston**

Woodland Hills, CA 91307



# SIERRA CLUB

**2712. Susanne Hefez**

West Hills, CA 91307

**2713. Phil Oberman**

West Hills, CA 91307

**2714. Rebecca Clark**

Los Angeles, CA 91307

**2715. Raymond Plasse**

West Hills, CA 91307

**2716. R Kadden**

West Hills, CA 91307

**2717. Lila Aurich**

WEST HILLS, CA 91307

**2718. J.B. Sacks**

West Hills, CA 91307

**2719. Ken And Donna Gold**

Bell Canyon, CA 91307

**2720. Kenneth Tabachnick**

West Hills, CA 91307

**2721. Rebecca Clark**

West Hills, CA 91307

**2722. Pular Zorrilla**

West Hills, CA 91307

**2723. Susan Strickland**

West Hills, CA 91307

**2724. Maryam Mortezaiefard**

West Hills, CA 91308



**2725. James Haley**

Castaic, CA 91310

**2726. Lucy Garcia**

Chatsworth, CA 91311

Air quality matters to me--my granddaughter almost got asthma living in Pacoima. Black and brown lives matter and that's who works and lives among these trucks and warehouses. Plus, southern California is in a COVID peak, reminding us that lung health could mean recovery from disease, not death. Get it done.

**2727. Rita Williams**

Chatsworth, CA 91311

Breath is Life please make it clean

**2728. Edward Alvarado**

Chatsworth, CA 91311

Everyone benefits from clean air. There is no downside that matters.

**2729. Dina Fisher**

Chatsworth, CA 91311

I support our youth's valorous pursuit of a cleaner, more verdant world.

**2730. Michael Horton**

Chatsworth, CA 91311

It's not just about jobs. Jobs will adapt. It's all about health. Look your children in the eye and tell them that you are doing something good for their future.

**2731. Dina Fisher**

Chatsworth, CA 91311

Let's build the green economy together while preserving the environment.

**2732. Carol Alvarez**

Chatsworth, CA 91311

This is an attack on the planet and it's occupants...Why is this even being considered???

**2733. Melissa Maksimenko**

Chatsworth, CA 91311



# SIERRA CLUB

**2734. Bill Crane**

Chatsworth, CA 91311

**2735. Jonathon Fish**

Chatsworth, CA 91311

**2736. Lynne MCGovern**

Chatsworth, CA 91311

**2737. Kelly Ramin**

Chatsworth, CA 91311

**2738. Chris Campbell**

Chatsworth, CA 91311

**2739. Shannon Keifner**

Chatsworth, CA 91311

**2740. Sarah Suhich**

Chatsworth, CA 91311

**2741. Andrew de Sosa**

Chatsworth, CA 91311

**2742. Gerald Paone**

Chatsworth, CA 91311

**2743. Anne La Voie**

Chatsworth, CA 91311

**2744. Penelope Hernandez**

Chatsworth, CA 91311

**2745. Chris Heitkemper**

Chatsworth, CA 91311

**2746. Sarah Erickson**

Chatsworth, CA 91311





**2747. Gloria Alvarado**  
Chatsworth, CA 91311

**2748. Ellen Kaufman**  
Chatsworth, CA 91311

**2749. Susan Sally**  
Chatsworth, CA 91311

**2750. Vicki Debear**  
Chatsworth, CA 91311

**2751. Karen Johnston**  
Chatsworth, CA 91311

**2752. Janet Laur**  
Chatsworth, CA 91311

**2753. Terence Winkless**  
Encino, CA 91316

I need to breathe -- we ALL need to breathe. A set of tennis in the smog sucks. But when the wind blows, bring it on.

**2754. Scott DeLong**  
Encino, CA 91316

Los Angeles has the worst air quality in the United States. My wife and I live in Encino, less than two blocks from the 101. We have the worst air quality in Los Angeles County! Please help now.

**2755. Scott De Long**  
Encino, CA 91316

Los Angeles regularly has the worst air quality in the nation. We deserve better! My young granddaughter deserves better! It is way past time to take action. Do it now.

**2756. Alexander Dunaev**  
Encino, CA 91316

**2757. Julio Rosales**  
Encino, CA 91316



**2758. Hillary Ostrow**

Encino, CA 91316

**2759. Jennifer Levitt**

Encino, CA 91316

**2760. Michael Tullius**

Encino, CA 91316

**2761. Amy Allen**

Encino, CA 91316

**2762. Carol Rigrod**

encino, CA 91316

**2763. Raya Morrad**

Encino, CA 91316

**2764. Leslie Cole**

Encino, CA 91316

**2765. Dawn Brown**

Los Angeles, CA 91316

**2766. Laura Taschereau**

Encino, CA 91316

**2767. Karoline Muniz**

Encino, CA 91316

**2768. Araceli Garcia**

Newhall, CA 91321

I am a very concern and aware of the ugliness of our air's pollution. I have allergies and I suffer everyday, I use a nasal spray and prescription pills for my allergies that flare up in different ways. The smog from emissions and pollution are definitely at fault, because I don't smoke and never have. I bought snake plants for my home to clean the air inside my home but unfortunately there's not enough plants outside to clean all this unhealthy air in California. We need help, if my signature helps, so be it. I signed electronically and encourage everyone to do so as well. Let's get California cleaned up!! I urge this message! Help please!



**2769. Kathleen Gray**

Newhall, CA 91321

I was born in Southern California, grew up here and have now come back in retirement, so I have been witness to the arc of change. From the early smog getting going in the 50's to really horrible pollution by the 80's ( it is the main reason I moved to Northern California!) up to now, when it is SO much better. Still needs work and improvement, but I believe ( hope) we're on the right track; provided you pass the right management laws, to protect our fragile forward progress and strengthen it.. I strongly urge you to do so.

**2770. Steve Murray**

Newhall, CA 91321

People Not Profit.

**2771. Elliot Bronwein**

Newhall, CA 91321

Zero emission vehicles would reduce the incidence of lung disease in humans.

**2772. Barbara Montejo**

Newhall, CA 91321

**2773. Carla Zuckerman**

Newhall, CA 91321

**2774. Lloyd Dent**

Northridge, CA 91324

Cleaner air = less medical costs = a healthier and stronger citizenry

**2775. Abraham Alcazar**

Northridge, CA 91324

We must invest in our future. Cleaner emissions does have a monetary cost, yet industries that fail to invest in the future tend to be left behind. Therefore improving the emsions from large transportation, and investing will benefit everyone involved in this petition.

**2776. Lisa Fay**

Northridge, CA 91324

**2777. Barbara Gail Perle**

Northridge, CA 91324



**2778. Maria Madrigall**

Northridge, CA 91324

**2779. Robert Chirpin**

Northridge, CA 91324

**2780. Judy Pizarro-Grant**

Northridge, CA 91324

**2781. Janett Ortega**

Northridge, CA 91324

**2782. Eva Stensland**

Northridge, CA 91325

Clean air - how can anyone wonder why humans must have it?

**2783. Ann Dorsey**

Northridge, CA 91325

Clean air is imperative not only for human health, but also for the well-being of then environment upon which we depend.

**2784. Leah Summers**

Northridge, CA 91325

Please consider and do the Right Thing.

**2785. Joanna Stimmel**

Northridge, CA 91325

Please do something! My kids and I have been struggling with allergy to pollution since their birth pretty much. My 15 year old has developed pre-asthma. The air has to get better soon or we?ll all be sick.

**2786. Wendy Nelson**

Sherwood Forest, CA 91325

This is important to rduce air pollution and global warming. Our future depends on it.

**2787. Lori Broger-Mackey**

Northridge, CA 91325

We all need cleaner air.



# SIERRA CLUB

**2788. David Wells**

Northridge, CA 91325

You can't see the mountains and you can't breathe the air.

**2789. Janet Pinneau**

Los Angeles, CA 91325

**2790. William Horrell**

Northridge, CA 91325

**2791. Earl Minkin**

Northridge, CA 91325

**2792. Don Sparks**

Northridge, CA 91325

**2793. Kenneth Watts**

Northridge, CA 91325

**2794. Leslie Wood**

Northridge, CA 91325

**2795. Donel Lang**

Sherwood Forest, CA 91325

**2796. Andrew Kochan**

Northridge, CA 91325

**2797. Victoria Brandon**

Northridge, CA 91325

**2798. Lori Dixon**

Northridge, CA 91325

**2799. Amir Niknam**

Northridge, CA 91325

**2800. Elmer Wolf**



# SIERRA CLUB

Porter Ranch, CA 91326

**2801. Lilia Alcantara**

Northridge, CA 91326

**2802. Matthew Rivers**

Porter Ranch, CA 91326

**2803. Lynn Pedersen**

Porter Ranch, CA 91326

**2804. Kristi Somers-Kawas**

Porter Ranch, CA 91326

**2805. Sandie Minasian**

Porter Ranch, CA 91326

**2806. Dorri Raskin**

Porter Ranch, CA 91326

**2807. Monte Vleet**

Porter Ranch, CA 91326

**2808. Norah Cunningham**

Pacoima, CA 91331

I've lived here when smog as weather and your lungs hurt when you played st recess. We must continue to imptove

**2809. Lyle Garcia**

Northridge, CA 91331

**2810. Jessica Soriano**

Arleta, CA 91331

**2811. Irene Nakamura**

Arleta, CA 91331

**2812. Julie Stein**

Arleta, CA 91331



**2813. Noelle Eagle**

Reseda, CA 91335

Air quality affects everyone's health and it is not worth sacrificing for any reason. We need clean air and we need it now.

**2814. Claire King**

Reseda, CA 91335

All this is, is a money grab for the rich, while the rest of us suffer from breathing unclean air. We have the technology to do better. Why are we wasting our time and money on this? When the air and water are completely poisoned, then I guess these elites will find out you can't drink, eat, or breathe money.

**2815. Paula Kahn**

Reseda, CA 91335

My mother died of lung cancer. She ate healthy. She was a ultramarathon runner. I believe Los Angeles air quality made her sick and I don't want it to take other lives too, including my own.

**2816. Judy Valentine**

Tarzana, CA 91335

Thanks for taking the time to read this petition!

**2817. Carlos Nunez**

Reseda, CA 91335

**2818. Barbary Baer**

Reseda, CA 91335

**2819. Linda Frankes**

Reseda, CA 91335

**2820. John Mckee**

Reseda, CA 91335

**2821. Matilda Gutierrez**

Reseda, CA 91335

**2822. Rosa Baeza**

Reseda, CA 91335



**2823. Brenda Buonora**  
Reseda, CA 91335

**2824. Stu Nichols**  
Reseda, CA 91335

**2825. Shoshana Paige**  
Tarzana, CA 91335

**2826. David W. Jenks**  
Reseda, CA 91335

**2827. Heidi Mandel**  
Reseda, CA 91335

**2828. Robin Sales**  
Reseda, CA 91335

**2829. Jeff Burns**  
San Fernando, CA 91340

**2830. Linda Murray**  
San Fernando, CA 91340

**2831. Olivia Hernandez-Black**  
Sylmar, CA 91342

Asthma is nothing to flit off. Not a smoker, never smoked really, but living here in L.A., actually the foothills above the 14,000 ft level or so I have been diagnosed with Asthma. Born and raised in Pasadena, there was always the heavy chest congestion especially after a day of swimming, where more oxygen is required when exercising excessively. That same heaviness is back after being absent all these years. I'm in my 70s now, and I'm exercising but not as much as I used to but I can take a deep breath when I'm doing nothing, and there is that strange heaviness again. I thought we had cleaned up!

**2832. John Coy**  
Sylmar, CA 91342

it's just waking up to what we are doing to pollute the earth. I support this.





# SIERRA CLUB

**2833. George and Barbara Svos**

Sylmar, CA 91342

We must ensure that future generations have a right to CLEAN AIR!

**2834. Andres Alfaro**

Sylmar, CA 91342

**2835. Emely Ordonez**

Sylmar, CA 91342

**2836. Susan Ciaramella**

Sylmar, CA 91342

**2837. Holly Simpson**

Sylmar, CA 91342

**2838. Jamie Medina**

Sylmar, CA 91342

**2839. Barbara Consbruck**

Sylmar, CA 91342

**2840. Robert Oman**

Sylmar, CA 91342

**2841. Charles Wolfe**

Sylmar, CA 91342

**2842. Robert Lentz**

sylmar, CA 91342

**2843. Jean Rains**

Sylmar, CA 91342

**2844. Theresa Winters**

Sylmar, CA 91342

**2845. JANET BRYANT**

Sylmar, CA 91342



# SIERRA CLUB

**2846. Patricia Boroughs**

Lake View Terrace, CA 91342

**2847. Margarita Perez**

Sylmar, CA 91342

**2848. Chad Johnson**

Sylmar, CA 91342

**2849. Antoine Lambert**

SYLMAR, CA 91342

**2850. KL Barton**

Sylmar, CA 91342

**2851. Alyssa Gutierrez**

Sylmar, CA 91342

**2852. Leslie Aisenman**

Sylmar, CA 91342

**2853. Devon Thorne**

Sylmar, CA 91342

**2854. Feliz Samson**

Sylmar, CA 91342

**2855. Kylie Wright**

Sylmar, CA 91342

**2856. Margarita Gonzalez**

Sylmar, CA 91342

**2857. Kenneth Barton**

Sylmar, CA 91342

**2858. Douglas Macleay**

Sylmar, CA 91342



**2859. Miana Martinez**

Sylmar, CA 91342

**2860. Michael Mcnamara**

Sylmar, CA 91342

**2861. Tetesa Puga**

Sylmar, CA 91342

**2862. Jamie Quakenbush**

North Hills, CA 91343

All humans deserve a healthy environment to flourish. Let's prevent this from hurting our future generations

**2863. Victoria Fisher**

North Hills, CA 91343

Dear South Coast Air Quality Management District Governing Board,  
it's been over 5 years that you have been urged to move forward on making air quality better for today and the future.

Please act now.

**2864. Lurinda Chin**

Northridge, CA 91343

Everyone is entitled to clean breathable air.

**2865. Marcel Bonner**

Northridge, CA 91343

Think of your own children and grandchildren, if you will not think off mine.

**2866. Margaret Vernallis**

North Hills, CA 91343

To live well we need clean air.

Margaret Vernallis

**2867. Heidi Miller**

North Hills, CA 91343

**2868. T.M. Weber**



# SIERRA CLUB

North Hills, CA 91343

**2869. Shoukry Shokralla**

North Hills, CA 91343

**2870. Victor Nepomnyashchy**

North Hills, CA 91343

**2871. Linda Antunez**

North Hills, CA 91343

**2872. Natalie Kalustian**

Northridge, CA 91343

**2873. Sharon Lasman**

North Hills, CA 91343

**2874. J michael Henderson**

North Hills, CA 91343

**2875. Bryn Aitken-Young**

North Hills, CA 91343

**2876. Richard Echternach**

North Hills, CA 91343

**2877. Robert Stonebraker**

North Hills, CA 91343

**2878. Lisa Hammermei**

Granada Hills, CA 91344

Do the right thing, for a change.

**2879. Padmanabhan Thyamagondalu**

Granada Hills, CA 91344

In order to protect present and future generations.

**2880. Meg Volk**

Granada Hills, CA 91344



My community is impacted by landfill gases, 3 freeways and 1 major 4 lane road which has become a commuter highway. We have had numerous cancer diagnoses and deaths in our community. The residents have fought long and hard for improved air quality with the AQMD on landfill gases but we are also impacted by the emissions from all the vehicles coming through our community. Please adopt the zero emissions vehicle and electrification Policy to protect our citizens from further illness from exposure to these toxins!

**2881. Wend Kay**

Granada Hills, CA 91344

We deserve to breathe well.

**2882. Theodore Snyder**

Granada Hills, CA 91344

**2883. Inna Gergel**

Granada Hills, CA 91344

**2884. Wayne Aller**

Granada Hills, CA 91344

**2885. Lisa Hammermeister**

Granada Hills, CA 91344

**2886. Arne Weiland**

Granada Hills, CA 91344

**2887. Leigh Clark**

Granada Hills, CA 91344

**2888. Maria Bodmann**

Granada Hills, CA 91344

**2889. Marianne Wilson**

Granada Hills, CA 91344

**2890. Arline Melkonian**

Granada Hills, CA 91344

**2891. Theodore & Rena Snyder**



# SIERRA CLUB

Granada Hills, CA 91344

**2892. Esmeralda Benavidez**

Granada Hills, CA 91344

**2893. Ramsey Eldib**

Granada Hills, CA 91344

**2894. Mohsen Shams**

Mission Hills, CA 91345

Resist the greed

**2895. Brenda Rodriguez**

Mission Hills, CA 91345

**2896. Lydia M. Villalobos**

Mission Hills, CA 91345

**2897. Zach Rasmussen**

Mission Hills, CA 91345

**2898. Robert Nix**

Mission Hills, CA 91345

**2899. Pete Cox**

Mission Hills, CA 91345

**2900. Roselva Ungar**

Santa Clarita, CA 91350

I am ill today because of the poor air quality. Please fo all possible to clean our air and bring down the ozone level.

**2901. Roselva Ungar**

Santa Clarita, CA 91350

I have a breathing condition that requires me to stop and breath deeply whenever I am short of breath. I absolutely require clean air to live.

**2902. Melyssa Howe**

Saugus, CA 91350



PLEASE do the right thing!  
Our children and grandchildren are counting on us !  
Thank you!

**2903. Carolyn Pettis**  
Santa Clarita, CA 91350

**2904. David L. Ely**  
Saugus, CA 91350

**2905. Julianne Boden**  
Saugus, CA 91350

**2906. Barbara Lehman**  
Santa Clarita, CA 91350

**2907. Julianne Boden**  
Santa Clarita, CA 91350

**2908. Lesley Vennero**  
Santa Clarita, CA 91350

**2909. David Ely**  
Saugus, CA 91350

**2910. Hugh Lehman**  
Santa Clarita, CA 91350

**2911. James Mckelvey**  
Santa Clarita, CA 91350

**2912. Deadra Morrison**  
Canyon Country, CA 91351  
I have asthma, so relaxing air quality standards is a definite no for me.

**2913. Isaiah Hernandez**  
Canyon Country, CA 91351

**2914. Carol Lewis**



# SIERRA CLUB

SANTA CLARITA, CA 91351

**2915. Eric Bergman**

Santa Clarita, CA 91351

**2916. Mate Klakovich**

Canyon Country, CA 91351

**2917. John Curtis**

Canyon Country, CA 91351

**2918. Michael Albanese**

Sun Valley, CA 91352

Clean air is a human right.

**2919. Garrine Petersen**

Sun Valley, CA 91352

IF WE DON'T CLEAN THE AIR NOW. THERE WILL BE "CLEAN" AIR.....WHAT ARE YOU GOING TO BREATHE?

**2920. Christophe Jonatowski**

Sun Valley, CA 91352

**2921. Lionel Mares**

Sun Valley, CA 91352

**2922. Casey Welch**

Sun Valley, CA 91352

**2923. Frank De Haan**

Sun Valley, CA 91352

**2924. Patricia Martinez**

Sun Valley, CA 91352

**2925. Maryann Desiante**

Sun Valley, CA 91352

**2926. Victoria Mora**





Sun Valley, CA 91352

**2927. Micaela Lee**

Santa Clarita, CA 91354

As a Los Angeles County resident, I worry that the progress that has been to decrease smog levels will be lost in the near future if we don't take decisive steps.

**2928. Lisa Mcdougald**

Valencia, CA 91354

The climate crisis is our #1 threat. We must do everything to commit to zero out our emissions as quickly as possible. We are out of time.

**2929. Lisa M. Mcdougald**

Valencia, CA 91354

We must take climate action now on all fronts. There is no more time left, we must act now to ensure the future of our planet is insured.

**2930. Kristen Renton**

Valencia, CA 91354

**2931. Matthew Arend**

Valencia, CA 91354

**2932. Mary Alice Kier**

Santa Clarita, CA 91354

**2933. Taylor Leigh**

Valencia, CA 91354

**2934. Nancy Oliver, Esq.**

Valencia, CA 91354

**2935. Nancy Oliver Flores, Esq.**

Valencia, CA 91354

**2936. Nancy Oliver**

Valencia, CA 91354

**2937. Jeff Bennett**



Valencia, CA 91354

**2938. Kimberly Moraes**

Valencia, CA 91354

**2939. Linda Malik**

Santa Clarita, CA 91354

**2940. Isaac Lieberman**

Valencia, CA 91354

**2941. Nico Poblete**

Valencia, CA 91355

Lessen pollution from our big rigs. Climate change is a serious issue. If these emissions from these trucks are left unchecked, climate change will accelerate.

**2942. Della Howarth**

Valencia, CA 91355

There are too many people on planet earth for our species to survive. For now it's important to start working on all the symptoms like air pollution. In coming decades younger people will realize there is more to be done, and I believe they will make further, necessary improvements .

**2943. Susann Rizzo**

Valencia, CA 91355

We only have this planet. We need to keep it healthy.

**2944. Elizabeth Froh**

Santa Clarita, CA 91355

When we place restrictions on outdated, unsafe technology, we will not only create a more healthy world for ourselves, we will give way to innovative efficient technological development.

**2945. Michael Morgan**

Valencia, CA 91355

**2946. Daurese Rene**

Valencia, CA 91355

**2947. Anita Wisch**

Valencia, CA 91355



# SIERRA CLUB

**2948. Kobe Paolini**

Valencia, CA 91355

**2949. Dave Swartz**

Valencia, CA 91355

**2950. Keith Jewett**

Valencia, CA 91355

**2951. Lola Gremlin**

Valencia, CA 91355

**2952. Linda Howie**

Valencia, CA 91355

**2953. Jessica Paolini**

Valencia, CA 91355

**2954. Anita Wisch**

Valencia, CA 91355

**2955. James Barber**

Valencia, CA 91355

**2956. Jessica Hickman**

Valencia, CA 91355

**2957. Anita Wisch**

Valencia, CA 91355

**2958. Georgia Broughton**

Valencia, CA 91355

**2959. Christine Johann**

Valencia, CA 91355

**2960. Anita Wishhusen**

Valencia, CA 91355



# SIERRA CLUB

**2961. Susan Erickson**

Valencia, CA 91355

**2962. Sheryl Short**

Huntington Beach, CA 91355

**2963. Rokhsan Taherpour, M.D.**

Tarzana, CA 91356

Both my mother & sister had breast cancer. Prior to them, there was no family history of this. My sister & son also have asthma. As I doctor, I know air pollution is at least partly to blame.

**2964. Tana Stoiberg**

Tarzana, CA 91356

I love clean air. My lungs and heart love it and all of my furry animals too. Happy Valentine's Day to the beautiful ait we breathe and to mother nature. ???????

**2965. Angela Mlynarek**

Tarzana, CA 91356

Please

**2966. Ellen Blum**

Tarzana, CA 91356

We just picked up our second electric car. Love it

**2967. Jon Newman**

Tarzana, CA 91356

**2968. Louise Bianco**

Los Angeles, CA 91356

**2969. David Garfinkle**

Tarzana, CA 91356

**2970. The Ash Family**

Tarzana, CA 91356

**2971. Harold Ash**

Tarzana, CA 91356



# SIERRA CLUB

**2972. heather johnston**  
los angeles, CA 91356

**2973. Erin Garcia**  
Tarzana, CA 91356

**2974. Dione Peniche**  
Tarzana, CA 91356

**2975. Elena Albanese**  
Tarzana, CA 91356

**2976. Roger Hollander**  
Tarzana, CA 91356

**2977. M Friedman**  
Tarzana, CA 91356

**2978. Jim Gwin**  
Tarzana, CA 91356

**2979. Jerome Hollander**  
Tarzana, CA 91356

**2980. Barbara Heil**  
Tarzana, CA 91356

**2981. Susan Goran Sobel**  
Tarzana, CA 91356

**2982. Rokhsan Taherpour**  
Tarzana, CA 91356

**2983. Houman Foroughian**  
Tarzana, CA 91356

**2984. John River**  
Tarzana, CA 91357



# SIERRA CLUB

**2985. Cindy Stein**

Thousand Oaks, CA 91360

**2986. Lily Sheshebor**

Westlake Village, CA 91361

I have lived in Southern California my entire life and the air quality here is horrible. It affects my asthma and allergies. This year was one of the worst. With so much traffic and low public transportation, our air pollution is just making it so difficult to live here and makes me sad that we are ruining the environment.

**2987. B. E.**

Westlake Village, CA 91361

I prefer to NOT breathe in things that make me sick.

**2988. Silvana Zucca**

Thousand Oaks, CA 91361

Please be a part of the solution!!

**2989. Rosemary Shiolas**

Westlake Village, CA 91361

**2990. Rebecca Moore**

Westlake Village, CA 91361

**2991. Susan Kelsey**

Westlake Village, CA 91361

**2992. Betty Eiseman**

Westlake Village, CA 91361

**2993. Patrick Manalio**

Westlake Village, CA 91361

**2994. Karin Harp**

Westlake Village, CA 91361

**2995. Stacey Mcdonald**

Thousand Oaks, CA 91361



**2996. Mark Chotiner**

Thousand Oaks, CA 91361

**2997. Amy Levan**

Westlake Village, CA 91361

**2998. Bernard Nisenholz**

Westlake Village, CA 91361

**2999. Lonnie Lewis**

Westlake Village, CA 91361

**3000. Ken Byrddy**

West lake village, CA 91361

**3001. Earle and Geri Mankey**

Thousand Oaks, CA 91362

Clean air and water are the two most fundamental needs of humans, that humans can also control and safeguard. Please step up NOW and make a difference to our So Cal population.

**3002. Darren Clair**

Thousand Oaks, CA 91362

Clean air is important for good health especially for our children

**3003. Martin Comerford**

Westlake Village, CA 91362

My Mom had COPD and had great difficulties in areas that were more polluted. This meant missed time with family and limited her life greatly. No one should have to live like that, when it's a situation that can be fixed!

**3004. Diana Lovejoy**

Thousand Oaks, CA 91362

Shop local, grow an organic veggie garden, cook from scratch!

**3005. Mona Pastor**

Westlake Village, CA 91362

There are so many new cases of asthma in children & seniors these days and folks who are already living with compromised health are truly at risk to be breathing dirty air.



# SIERRA CLUB

**3006. Kathryn Stiles**

Thousand Oaks, CA 91362

We are on a trajectory that is unsustainable and we need to take meaningful, effective and dramatic steps to turn this around. It starts with you and your role on the board. Please consider giving your support to the Indirect Source Rule. Thank you.

**3007. Marilyn Harrington**

Thousand Oaks, CA 91362

We need to protect our air and not keep destroying our precious land. Protection against industrial pollution should be one of the priorities in our country. I'm proud of America, but we need to think of the future of our children and also the wildlife that we have on our land. Industry is causing so much harm to the air and that, in turn, will destroy.

**3008. James Merrin**

Thousand Oaks, CA 91362

**3009. Zachary Nikolayev**

Thousand Oaks, CA 91362

**3010. Sandra Von Krog**

Thousand Oaks, CA 91362

**3011. Jill Davis**

Thousand Oaks, CA 91362

**3012. Peter Habib**

Thousand Oaks, CA 91362

**3013. Hope Rosenfeld**

Thousand Oaks, CA 91362

**3014. Stephen Fitch PhD**

Thousand Oaks, CA 91362

**3015. Reesha Tuomi**

Thousand Oaks, CA 91362

**3016. Rose Ann Witt**





# SIERRA CLUB

Thousand Oaks, CA 91362

**3017. Annie Winsor**

Thousand Oaks, CA 91362

**3018. Stephen Fitch**

Thousand Oaks, CA 91362

**3019. garry star**

Thousand Oaks, CA 91362

**3020. LJ Houdyshell**

THOUSAND OAKS, CA 91362

**3021. Andrew Sutphin**

Westlake Village, CA 91362

**3022. Paulette Ozar**

Thousand Oaks, CA 91362

**3023. Elaine Edell**

Malibu, CA 91362

**3024. Rikke Naesborg**

Thousand Oaks, CA 91362

**3025. Rikke Naesborg**

Thousand Oaks, CA 91362

**3026. Victor Bilger**

Thousand Oaks, CA 91362

**3027. Giselle Lewis**

Thousand Oaks, CA 91362

**3028. Susan Schell-Ryan**

Thousand Oaks, CA 91362

**3029. Paul And Alexis Teplitz**



# SIERRA CLUB

Thousand Oaks, CA 91362

**3030. David Dutton**

Thousand Oaks, CA 91362

**3031. A Forman**

Thousand Oaks, CA 91362

**3032. Murray Schwartz**

Thousand Oaks, CA 91362

**3033. Dena Slonaker**

Thousand Oaks, CA 91362

**3034. Dennis Sunseri**

Woodland Hills, CA 91364

Although I am a senior citizen, our young depend on us to help lead and provide an environment that they can enjoy and their future off springs. When I grew up in the 50's the air quality was terrible and without regulations due to the increased population, today's environment would be unbearable. Let's continue to move in the right direction and provide for our future generations!

**3035. Nanc Evoniuk**

Woodland hills, CA 91364

Clean air is the future and using our collective awareness, we must do what is best for all of us! Eliminate those who choose selfish greed over common sense and ethics. With love, Mother Nature

**3036. Lauren Mason**

Woodland Hills, CA 91364

Clean air, a clean environment, is required for us to live! We must live in more sustainable ways if we are to live at all! Thank you.

**3037. Naomi Benghiat**

Woodland Hills, CA 91364

I am tired of watching a life time of work being dismantled by greed and lack of concern for our planet.

**3038. Gina Thornburg**



Woodland Hills, CA 91364

The San Fernando Valley logs many more red-alert days for smog than do the western areas of the City of LA south of the Santa Monica Mountains. Unfortunately for Valleyites, development is out of control due, in part, to the pay-to-play politics of LA City Council. Yet the unique topography and geography of the San Fernando Valley never figure into the calculation of the air-quality effects of adding density, where many millions of square feet of unaffordable luxury apartments are being imposed on places like Woodland Hills, Chatsworth, Northridge, and North Hollywood. Instead, the City allows air-quality analyses that become part of environmental impact reports to calculate the additional emissions as a ratio to the entire SCAQMD. This is ridiculous. The Valley is hemmed in by mountains on all sides. Pollution becomes trapped up against the mountain slopes, and we do not enjoy the benefit of ocean breezes cleaning our air.

**3039. Terri Kutchko**

Woodland Hills, CA 91364

We are at a critical place and time. We must think of the safety and air quality not only for the present time but for our future generations. We must Eliminate and end the toxic pollution NOW however we can! It's time!!

**3040. Douglas Litten**

Woodland Hills, CA 91364

We need clean air as we go about our daily lives.

We need clean air for our children.

We need clean air for our pets and live stock.

We need action, now.

**3041. Gayle Dufour**

Woodland Hills, CA 91364

**3042. Michael Biers**

Woodland Hills, CA 91364

**3043. Supporter Unknown**

Woodland Hills, CA 91364

**3044. Supporter Unknown**

Woodland Hills, CA 91364

**3045. Eliot Kaplan**



# SIERRA CLUB

Woodland Hills, CA 91364

**3046. Matt Powell**

Woodland Hills, CA 91364

**3047. Richard Sugerman**

Woodland Hills, CA 91364

**3048. Leslie Simon**

Woodland Hills, CA 91364

**3049. Ryan Shopay**

Woodland Hills, CA 91364

**3050. Miles Lewis**

Woodland Hills, CA 91364

**3051. Shabi Bormand**

Woodland Hills, CA 91364

**3052. Robyn Zelmanovitz**

Woodland Hills, CA 91364

**3053. Sharon Carlson**

Woodland Hills, CA 91364

**3054. Margaret Bowles**

Woodland Hills, CA 91364

**3055. Michael King**

Woodland Hills, CA 91364

**3056. Bob Miller**

Woodland Hills, CA 91364

**3057. Patricia Davis**

Woodland Hills, CA 91364

**3058. Rhonda Plank-Richard**



# SIERRA CLUB

Woodland Hills, CA 91364

**3059. Marc De Leon**

Woodland Hills, CA 91364

**3060. Bernice Mellen Cashman**

Woodland Hills, CA 91364

**3061. Supporter Carlson**

Woodland Hills, CA 91364

**3062. Renee Levine-Blonder**

Woodland Hills, CA 91364

**3063. Keith Ludowitz**

Woodland Hills, CA 91364

**3064. Denise Jenkins**

Woodland Hills, CA 91364

**3065. Nicholas Heller**

Woodland Hills, CA 91364

**3066. Diane Dietz**

Woodland Hills, CA 91364

**3067. Themis Glatman**

Woodland Hills, CA 91367

Before we can make huge sacrifices in America. WE MUST MAKE CHINA accountable for their pollution. In the Paris accord, they are still categorized as a "developing Nation" ??????

They just sent a rocket to the moon and collected samples and brought them back.

Can Uganda say the same thing??? They must be treated equally as us before we make job killing decisions in America.

**3068. Kristen Johansen**

Thousand Oaks, CA 91367

California needs all the help it can get..

**3069. Elliott Bailiff**



Woodland Hills, CA 91367

I feel that air is like water: everyone Has a right to clean air and clean water. And electrification and zero emission vehicles and the associated infrastructure could create more jobs.

**3070. Tanya Morales**

Woodland Hills, CA 91367

I'm standing up to help fight for our planet. We must stop living in the past and move forward.

**3071. Jeffrey Imber**

Woodland Hills, CA 91367

It used to be taken for granted that everyone would have clean air to breathe, but nowadays, clean air is treated as a luxury. Please do the right thing and gear investments in clean-air vehicles.

**3072. Edythe Mostin**

Woodland Hills, CA 91367

It's important to look at the future, which contains other means to replace fossil fuel!

**3073. Denise Vandermeer**

Woodland Hills, CA 91367

My dad died of lung cancer, we need clean air.

**3074. June Stepansky**

Woodland Hills, CA 91367

Our children deserve our protection and the chance to grow up with clean and healthy air. It is a human right!

**3075. Iris Edinger**

Woodland Hills, CA 91367

**3076. Otto Seeman**

Woodland Hills, CA 91367

**3077. Richard Campbell**

Woodland Hills, CA 91367

**3078. Stephanie Llarro**

Woodland Hills, CA 91367



# SIERRA CLUB

**3079. Daniel Csolak**

Woodland Hills, CA 91367

**3080. Robert Shore**

Encino, CA 91367

**3081. Michael Gross**

Los Angeles, CA 91367

**3082. Rachel Bar**

Woodland Hills, CA 91367

**3083. Virginia Turner**

Woodland Hills, CA 91367

**3084. Jan Harrell**

Woodland Hills, CA 91367

**3085. Lily Waco**

Woodland Hills, CA 91367

**3086. Ed Edinger**

Woodland Hills, CA 91367

**3087. Paul Waller**

Woodland Hills, CA 91367

**3088. Stephen Zelman**

Woodland Hills, CA 91367

**3089. Stephanie Larro**

Woodland Hills, CA 91367

**3090. Anitra Wetzel**

Woodland Hills, CA 91367

**3091. Ward Ranson**

Oak Park, CA 91377



# SIERRA CLUB

**3092. John Paladin**

Valencia, CA 91380

**3093. Seawan Koo**

Stevenson Ranch, CA 91381

**3094. Stuart Greenburg**

Stevenson Ranch, CA 91381

**3095. Stuart Greenburg**

Stevenson Ranch, CA 91381

**3096. Lisa Matheus**

Valencia, CA 91381

**3097. Michael Kulka**

Stevenson Ranch, CA 91381

**3098. William Brandt**

Castaic, CA 91384

**3099. Jason Edeburn**

Castaic, CA 91384

**3100. Amalia Juico**

Castaic, CA 91384

**3101. Sara Fogan**

Valencia, CA 91385

It is 2018. We can DO something about the quality (or lack thereof) of our air. The science is here and there are scientists/researchers who are eager to make positive change to improve the quality of the air that we breathe. Please invest in the research and implementation of workable strategies/conservation ideas that will improve the air for everyone.

**3102. M. Decker**

Santa Clarita, CA 91386

This is important to me because the smell emitted from these vehicles make me physically ill.

**3103. Kenneth Pennington**





Canyon Country, CA 91386

**3104. Thomas Smith**

Santa Clarita, CA 91387

Clean effects everyone's health. It is imperative that the State of CA, who is a leader in clean air, start moving decisively away from diesel to electric.

**3105. Michael Zimes**

Santa Clarita, CA 91387

I just moved from michigan where the air quality is better. I notice the difference everyday and I want to stay in Southern California for years to come but I?m not sure with the path we are taking.

**3106. David Kitchen**

Canyon Country, CA 91387

Let?s take care of our water and air quality for future generations. It?s the right thing to do.

**3107. Virginia Kennelly**

Canyon Country, CA 91387

Let's clean the air, the water, fracking, all these things that will have long term effects, negatively, on humans, animals, life as we know it!

**3108. Cynthia Weis**

Santa Clarita, CA 91387

The trucks are overwhelming our highways and making increased amounts of air pollution. Note stringent controls are needed

**3109. Carla Passalacqua**

Canyon Country, CA 91387

We're overdue to do Right for our Earth ?

**3110. Katherine Carmichael**

Canyon Country, CA 91387

**3111. Gaya Branderhorst**

Santa Clarita, CA 91387

**3112. Vincent Campisi**

Canyon Country, CA 91387



# SIERRA CLUB

**3113. Colleen Carter**

Canyon Country, CA 91387

**3114. Karl Vickers**

Canyon Country, CA 91387

**3115. John Andari**

Canyon Country, CA 91387

**3116. suzanne caruso**

canyon country, CA 91387

**3117. Bella Silverstein**

Santa Clarita, CA 91387

**3118. Mark Lowentrout**

Santa Clarita, CA 91387

**3119. Martin Tripp**

Santa Clarita, CA 91390

Help me breath, I'm desperate for air!

**3120. Lorene Cangiano**

Agua Dulce, CA 91390

I remember the air of the 50s and 60s and we did so much to improve, but we have a long way to go. I support 100% clean energy and have become fully solar and drive a Tesla. If I can do it, you can do it.

**3121. Kathryn Graham**

Santa Clarita, CA 91390

Left ignored, this could kill more and more Californians as time goes on and pollution affects our lungs over time. Please take action today.

**3122. Jacob Spivek**

Santa Clarita, CA 91390

We dont have a choice, we either fight for clean air, or we will suffer from then consequences.

**3123. Suzan Newman**



Green Valley, CA 91390

Why not help the environment? I am doing all I can but your board can do so much more than I can as one person. Let us all get in front of the climate crisis with sound judgments and policies that bring us cleaner air with less harmful toxins. Our lungs, our plants, our children and our planet will benefit.

**3124. Judith Brealey**

Santa Clarita, CA 91390

**3125. David Soto**

Santa Clarita, CA 91390

**3126. Mardou Wong Hodge**

Green Valley, CA 91390

**3127. Karen Ramboldt**

Santa Clarita, CA 91390

**3128. Mara Johnson**

Santa Clarita, CA 91390

**3129. Gwen Ulin**

Granada Hills, CA 91394

**3130. Nancy Gowani**

Winnetka, CA 91396

**3131. Jarod Banks**

Van Nuys, CA 91401

Clean air and clean water are necessary for all life. We need to conduct commerce like we plan on being here for a while.

**3132. Kim Krupinski**

Sherman Oaks, CA 91401

Clean power is the way of the future...let's be leaders and ahead of the game! Protecting our health and the environment from needless air pollution and air pollution-induced diseases is a must!

**3133. Helen Miller**



Van Nuys, CA 91401

I am aged and have asthma.

**3134. Jamie Lawrence**

Van Nuys, CA 91401

If we have a way to help people live better lives, we must. We have the technology, let's use it to make a positive impact. There is not reason not to! This is life and death.

**3135. Zachariah Love**

Van Nuys, CA 91401

It's way past time that we did this. We're killing the planet.

**3136. Kathleen Taylor**

Sherman Oaks, CA 91401

Pure and simple

Air pollutants cause disease. The government and its citizenry not only pay with dollars for the ability of industry to pollute the environment when we have haz mat clean up to incur, we pay severely with our health. We need a clean planet to survive in the future. Stop the damage and mitigate what damage we have done already by enacting clean living laws. Thank you!

**3137. Charles Flynn**

Van Nuys, CA 91401

The time is now to: Act as if we had to protect the air in the same way that we would have to build dikes to save the city from water incursion.

**3138. Doug Lenier**

Valley Glen, CA 91401

This matters to me and millions of others, because we like breathing clean air, and we VOTE!!!

**3139. Kris Gomez**

Van Nuys, CA 91401

**3140. Paula Kleihauer**

Van Nuys, CA 91401

**3141. John Zuehlke**

Sherman Oaks, CA 91401

**3142. Melissa Selzer**



# SIERRA CLUB

Van Nuys, CA 91401

**3143. Priscilla Klemic**  
Sherman Oaks, CA 91401

**3144. Donna Lewis**  
Van Nuys, CA 91401

**3145. Reinelle Abrazado**  
Van Nuys, CA 91401

**3146. Lorraine Alexander**  
Valley Glen, CA 91401

**3147. Valli Aman**  
Van Nuys, CA 91401

**3148. Soraya Dosaj**  
Van Nuys, CA 91401

**3149. Pixie Klemic**  
Sherman Oaks, CA 91401

**3150. Gael Faller**  
Van Nuys, CA 91401

**3151. Sandra Meyerowitz**  
Van Nuys, CA 91401

**3152. Carolyn De Mirian**  
Valley Glen, CA 91401

**3153. Hope Jessup**  
Sherman Oaks, CA 91401

**3154. Dudley and Candace Campbell**  
Valley Glen, CA 91401

**3155. Lotti Knowles**



Van Nuys, CA 91401

**3156. Stephanie Gaal**

Van Nuys, CA 91401

**3157. Pamela Small**

Valley Glen, CA 91401

**3158. Aaron Miller**

Valley Glen, CA 91401

**3159. Carolina Goodman**

Sherman Oaks, CA 91401

**3160. Devin Brooke**

Sherman Oaks, CA 91401

**3161. Georgia Brewer**

Sherman Oaks, CA 91401

**3162. Christine Field**

Sherman Oaks, CA 91401

**3163. Leiv Blad Sr**

Van Nuys, CA 91401

**3164. Matthew Torres**

Panorama City, CA 91402

I know money plays a big role in politics, so this should motivate further! Renewable resources will continue to grow until we are forced to rely on it, as it will be more efficient and more readily available, as well as the deleterious effects non renewables have on our environment as a whole (not just air). Do it for us, for the earth, for your kids and grandkids, SHIT, do it for you! You and our representatives deserve better air like the rest of us. Heck it might even help you guus work better and come up with beter policy! Thanks for hearing me out, please represent us. You know us, the majority, want less pollution. Represent our values please.

**3165. Pamela Gibberman**

Panorama City, CA 91402

One's health should not be in danger merely for living at a certain address!



**3166. Rosa Lopez**

Panorama City, CA 91402

**3167. DAVID SANCHEZ**

Panorama City, CA 91402

**3168. Ken Hughes**

Van Nuys, CA 91402

**3169. Jon Nelson**

Panorama City, CA 91402

**3170. Byron Fogel**

Van Nuys, CA 91402

**3171. Maria Sanchez**

Panorama City, CA 91402

**3172. Eleany Busta**

Panorama City, CA 91402

**3173. Jose Vargas**

Panorama City, CA 91402

**3174. Vanae Ehret**

Sherman Oaks, CA 91403

Because Southern California has some of the busiest freight corridors in the US, it is imperative that we invest in zero-emission vehicles and electrification.

**3175. Kim Latour**

Sherman Oaks, CA 91403

California's air quality has been so bad for way to many decades. Bad air quality affects everyone and especially people with lung conditions like myself. I've lived in SoCal my whole life and saddens me to see what has become of our air quality., urgent action is needed to bring our raise our air quality standard and have SoCal be a leader good air quality.

**3176. Julia Shapiro**

Sherman Oaks, CA 91403



I have children. We do not have the right to take away their opportunity to live healthy lives with clean air to breathe, not from my children or any children.

**3177. Shannon Mast**

Sherman Oaks, CA 91403

Please protect our air!!!!

**3178. Robert Schaffer**

Sherman Oaks, CA 91403

Rich countries like the United States need to take responsibility for the loss and damage that climate change has caused, particularly vulnerable communities and poor communication. We must act now.....everyone deserves to breathe clean air.

**3179. Sally Olah**

Sherman Oaks, CA 91403

**3180. Wayne & Marsha Williams**

Sherman Oaks, CA 91403

**3181. Jessica Dardarian**

Sherman Oaks, CA 91403

**3182. Craig Galloway**

Santa Monica, CA 91403

**3183. Ellen Schaffer**

Sherman Oaks, CA 91403

**3184. Tanya Guchi**

Sherman Oaks, CA 91403

**3185. Laura Schuman**

Sherman Oaks, CA 91403

**3186. Ken Nguyen**

Sherman Oaks, CA 91403

**3187. Wendy Rosenstein**

Sherman Oaks, CA 91403





**3188. Jillian Mayo**

Sherman Oaks, CA 91403

**3189. Susan Martinez**

Sherman Oaks, CA 91403

**3190. Courtney Daniels**

Sherman Oaks, CA 91403

**3191. Tasha Boucher**

Sherman Oaks, CA 91403

**3192. Mark Sussek**

Van Nuys, CA 91404

**3193. Rhetta Alexander**

Van Nuys, CA 91405

I am a member of the SCAQMD Environmental Justice Committee and am well aware of the air pollution from trucks and heavy-duty vehicles traveling the across the region from the ports to huge warehouses in the inland empire. Nearly every meeting includes a report and appeal from inland empire representatives that something must be done to protect the health of our most vulnerable children and the elderly in the region.. You can make a difference by adopting a strong indirect Source Rule that requires zero emission vehicles and battery electric trucks traveling these busy cargo and freight corridors from the ports to all warehouse distribution centers in our region.

**3194. Phyllis Nicholson**

Van Nuys, CA 91405

I grew up in Los Angeles when the smog was terrible (pre-catalytic converter) and it hurt to breathe on a number of days. It's gotten much better but we have to continue to do more.

**3195. Daniele O'Loughlin**

Van Nuys, CA 91405

We are so blind to this problem. Please make it a priority for our kids future!!!

**3196. Wendy Frado**

Van Nuys, CA 91405



We must invest now in zero-emissions vehicles to prevent our air from becoming increasingly toxic. Anything else is sheer stupid avoidance of policy that makes sense for our children and grandchildren.

**3197. Nadine Cano**

Van Nuys, CA 91405

We need clean air. I have asthma. Will my grandkids have it too?

**3198. Tanya Wade**

Van Nuys, CA 91405

**3199. GREG GOLDEN**

VAN NUYS, CA 91405

**3200. Barbara Allen**

Van Nuys, CA 91405

**3201. Terrence Butler**

Van Nuys, CA 91405

**3202. Bruce Fleming**

Van Nuys, CA 91405

**3203. Stephanie Nunez**

Van Nuys, CA 91405

**3204. Sigrid Ramos**

VAN NUYS, CA 91405

**3205. Marianne Daransky-Kanter**

Van Nuys, CA 91405

**3206. Russell Burd**

Van Nuys, CA 91405

**3207. Rheva Nickols**

Van Nuys, CA 91405

**3208. Daisy Ortega**



# SIERRA CLUB

Van Nuys, CA 91405

**3209. Annette Romano**

Van Nuys, CA 91405

**3210. Aaron Wigo**

Van Nuys, CA 91406

I have two young children and I fear a future where they will never know what the earth once was. Even in my short life I've seen the wholesale destruction of our planet. When I was a kid in south Florida, the coral reefs were amazing and full of life. 20 years later, they are badly bleaching and dying. We need more rules to protect our precious and irreplaceable environment.

**3211. Erich Eilenberger**

Van Nuys, CA 91406

I love my electric vehicle. I also love my child, who will be born early next year, and I want her to be able to play in the park with clean, fresh air.

**3212. Joshua Hollamon**

Van Nuys, CA 91406

We must have a city where the air is safe for the youngest, oldest, and those with asthma.

**3213. Lorna Paisley**

Lake Balboa, CA 91406

What kind of group does not care if children and people with respiratory problems cannot breath? One that only care about people who make money?

**3214. Crystal Braud**

Van Nuys, CA 91406

**3215. Adam Weiss**

Van Nuys, CA 91406

**3216. Natalie Carroll**

Van Nuys, CA 91406

**3217. Adam Adler**

Van Nuys, CA 91406



# SIERRA CLUB

**3218. Julie Sanford**

Van Nuys, CA 91406

**3219. Reed Fenton**

Lake Balboa, CA 91406

**3220. Jeri Seibert**

Van Nuys, CA 91406

**3221. Irene Kang**

Van Nuys, CA 91406

**3222. Sharon Bills**

Van Nuys, CA 91406

**3223. Andrea Uline**

Van Nuys, CA 91406

**3224. Jenifer Steele**

Van Nuys, CA 91406

**3225. Erika Salinas**

Van Nuys, CA 91406

**3226. Victoria Dahlin**

Sherman Oaks, CA 91411

I have wanted to see us how much purier air. Some of that is the amount of cars. People are allowed to have multiple cars and if they aren't electric that's a big problem, even with electric cars...just too many cars and pollution exuding from them.

**3227. Judith Forman**

Van Nuys, CA 91411

**3228. Daniel Grodecki**

Sherman Oaks, CA 91411

**3229. Andreea Boca**

Sherman Oaks, CA 91411



# SIERRA CLUB

**3230. Susan Guild**

Sherman Oaks, CA 91411

**3231. Sharon Cagey**

Sherman Oaks, CA 91411

**3232. Kira Durbin**

Sherman Oaks, CA 91411

**3233. Anne Bergman**

Sherman Oaks, CA 91411

**3234. Lucinda Scott**

Sherman Oaks, CA 91411

**3235. Kathleen Aggers**

Van Nuys, CA 91411

**3236. Stephanie Bosch Santana**

Sherman Oaks, CA 91411

**3237. Erin Amos**

Van Nuys, CA 91411

**3238. Sarah Serrano**

Van Nuys, CA 91411

**3239. Jane Levine**

Panorama City, CA 91412

**3240. Amy Stinstrom**

Sherman Oaks, CA 91413

Keep America green!

**3241. Patriciaak Soares**

Encino, CA 91416

**3242. Dorina Solymar**

Encino, CA 91416



**3243. Julia Corliss**

Sherman Oaks, CA 91423

Clean Air is essential for all living things, but especially humans. The health cost to humans (children and adults) with breathing related diseases is just too high. Thank you for seeking to prioritize investment incentives to companies to use clean technologies like zero-emission vehicles and battery electric trucks.

**3244. Elke Heitmeyer**

Sherman Oaks, CA 91423

Clean air technology is good for people who breathe air and for the economy, as new ideas are going into production.

**3245. daniella p**

los angeles, CA 91423

in a commuter city like L.A. these polluting trucks are a menace. please adopt a fast timetable to compel commercial truck polluters to switch to zero-emission vehicles.

**3246. Houman Sarraf**

Sherman Oaks, CA 91423

In order to live you need to breath!

**3247. Andrea Lee**

Sherman Oaks, CA 91423

Please do the right thing.

**3248. Jeri Vargas**

Sherman Oaks, CA 91423

The policies of today are not just for us, but represent the future for everyone.

**3249. Richard Heimanson**

Sherman Oaks, CA 91423

**3250. Ilissa Light**

Sherman Oaks, CA 91423

**3251. Kristina Krupinski**

Sherman Oaks, CA 91423



# SIERRA CLUB

**3252. Carol Becker**

Sherman Oaks, CA 91423

**3253. Judith Antin**

Sherman Oaks, CA 91423

**3254. Michele Leff**

Sherman Oaks, CA 91423

**3255. Joel Rosenthal**

Sherman Oaks, CA 91423

**3256. shahrokh Shahrokh**

SHERMAN OAKS, CA 91423

**3257. Brian Murphy**

Sherman Oaks, CA 91423

**3258. Bri Beemer**

Sherman Oaks, CA 91423

**3259. Joie Winnick**

Sherman Oaks, CA 91423

**3260. Emil Lawton**

Sherman Oaks, CA 91423

**3261. Mark Betti**

Sherman Oaks, CA 91423

**3262. Jodi Milstein**

Sherman Oaks, CA 91423

**3263. Renelle Laplante**

Sherman Oaks, CA 91423

**3264. Janet Miller**

Sherman Oaks, CA 91423



# SIERRA CLUB

**3265. Alexandra Gross**

Sherman Oaks, CA 91423

**3266. Nancy Ashforth**

Sherman Oaks, CA 91423

**3267. Elaine Berman**

Sherman Oaks, CA 91423

**3268. Hilarey Benda**

Sherman Oaks, CA 91423

**3269. Cathy Brandolisio**

Sherman Oaks, CA 91423

**3270. Beverly Magid**

Sherman Oaks, CA 91423

**3271. Andrew Sugerman**

Sherman Oaks, CA 91423

**3272. Judith Baker**

Sherman Oaks, CA 91423

**3273. Jeffrey Jones**

Sherman Oaks, CA 91423

**3274. Heather Herington**

Sherman Oaks, CA 91423

**3275. Sheri Hooper**

Sherman Oaks, CA 91423

**3276. Ronald And Rosemary Plue**

Encino, CA 91436

I have asthma and have a difficult time breathing when there is a lot of air pollution.

**3277. Matt Weitzman**

Encino, CA 91436





# SIERRA CLUB

**3278. Patrick Siembieda**

Encino, CA 91436

**3279. Joan Sitnick**

Encino, CA 91436

**3280. Ginger Metraux**

Encino, CA 91436

**3281. Joe Dancygier**

Encino, CA 91436

**3282. Marcia Paller**

Encino, CA 91436

**3283. Felicia Chase**

Encino, CA 91436

**3284. Cynthia Baer**

Encino, CA 91436

**3285. Lily Tomlin**

Encino, CA 91436

**3286. Karen Spiegel**

Burbank, CA 91501

California should continue to lead the way in cleaning up the air that people breathe.

**3287. Margaret Starbuck**

Burbank, CA 91501

Especially in the midst of a pandemic that is a respiratory disease, we must take action to preserve and strengthen our air quality standards. This pandemic has showcased that chronic respiratory ailments affect huge swaths of the population, in large part caused by air pollution. It has also shown how chronic respiratory illnesses fall heavily on poorer and non-white populations, in part because air pollution is a product of environmental racism. Upholding our air quality standards is a public health issue and a racial justice issue.

**3288. Sam Dlugach**



# SIERRA CLUB

Burbank, CA 91501

Fossil fuel vehicles are dirty 20th century technology, and they are killing us and the planet. Electric vehicles, powered by photovoltaics, are the clean future, and will in the long run, be not only more sustainable, but cheaper modes of transportation. We must invest now in a zero-carbon fleet.

**3289. Jean Sinclair**

Burbank, CA 91501

Our air and water concerns are more than an important issue, they are our lifeblood! We have to begin somewhere in the moving ahead process! CA continues to set the pace For the rest of the country!! I?m proud to live in CA!!

**3290. David Camp**

Burbank, CA 91501

**3291. Artineh Havan**

Burbank, CA 91501

**3292. Lauren Lasko**

Burbank, CA 91501

**3293. Thomas Saito**

Burbank, CA 91501

**3294. Mike Kleine**

Burbank, CA 91501

**3295. Kallie Sitterley**

Burbank, CA 91501

**3296. Michael Kleine**

Burbank, CA 91501

**3297. Jeanine Hames**

Burbank, CA 91502

**3298. Ryan Davis**

Burbank, CA 91502



# SIERRA CLUB

**3299. Ronald Hoiseck**  
Burbank, CA 91502

**3300. Beth Trussell**  
Burbank, CA 91502

**3301. Kiley Albrecht**  
Burbank, CA 91502

**3302. Karl Steudel**  
Burbank, CA 91502

**3303. Regalado Geoff**  
Burbank, CA 91503

**3304. Geoff Regalado**  
Burbank, CA 91503

**3305. Simone Bethel**  
Burbank, CA 91504

**3306. Lisa Bethel**  
Burbank, CA 91504

**3307. Geneva Bethel**  
Burbank, CA 91504

**3308. Tina Thompson**  
Burbank, CA 91504

**3309. Deirdre Brownell**  
Burbank, CA 91504

**3310. Ursula Noto**  
Burbank, CA 91504

**3311. Zsanine Alexander**  
Burbank, CA 91504



**3312. John Difatta**  
Burbank, CA 91504

**3313. Deena Kashper**  
Burbank, CA 91504

**3314. Susan Gallant**  
Burbank, CA 91504

**3315. Karen Fond**  
Burbank, CA 91505  
Global warming is here. People must make smarter choices, change to zero emission vehicles across the board. NOW!!

**3316. Peter Berg**  
Burbank, CA 91505  
I feel that the air quality here in Southern California is still far too unhealthy. There is so much more we should be doing to clean up our air. Raise the bar and require that we reduce our emissions!

**3317. Bianca burks**  
burbank, CA 91505  
We want to live! Breathing is a necessity, not a luxury.

**3318. Sandra Christopher**  
Burbank, CA 91505

**3319. Jennifer Wilson**  
Burbank, CA 91505

**3320. Stephen Kindred**  
Burbank, CA 91505

**3321. Dan Cohen**  
Burbank, CA 91505

**3322. David Leavengood**  
Burbank, CA 91505



# SIERRA CLUB

**3323. Richard Larimore**

Burbank, CA 91505

**3324. Chad Held**

Burbank, CA 91505

**3325. Laura Herndon**

Burbank, CA 91505

**3326. Rob Sweeney**

Burbank, CA 91505

**3327. Julie Hazard**

Burbank, CA 91505

**3328. Lara Stepp**

Burbank, CA 91505

**3329. Tyson Martin**

Burbank, CA 91505

**3330. Melissa Galan**

Burbank, CA 91505

**3331. Julie Svendsen**

Burbank, CA 91505

**3332. Sandra Chrstopher**

Burbank, CA 91505

**3333. A Tracy**

Burbank, CA 91505

**3334. Andrew Peach**

Burbank, CA 91505

**3335. Paulette Villanueva**

Burbank, CA 91505



**3336. Brad MacDonald**

Burbank, CA 91505

**3337. Monica Muehlhause**

Burbank, CA 91506

I understand there are many wonderful guidelines in place - especially grateful for California opting NOT to work with auto manufactures that support Trumps lower standards in air pollution.

**3338. Mary Young**

Burbank, CA 91506

I work in airfreight and I know how important it is to curb emissions.

**3339. James Franken**

Burbank, CA 91506

This is our environment. We need clean air to breathe, and so do our children!

**3340. Amie Serio**

Burbank, CA 91506

**3341. Martin Perlmutter**

Burbank, CA 91506

**3342. Leah Gieson**

Burbank, CA 91506

**3343. Tom Pitman**

Burbank, CA 91506

**3344. Thomas Pitman**

Burbank, CA 91506

**3345. Russell Blandino**

Burbank, CA 91506

**3346. Timothy Vila**

Burbank, CA 91506

**3347. Madonna Fowler**



Burbank, CA 91506

**3348. Timothy And Sean Murphy**

Burbank, CA 91506

**3349. Anna Lemaster**

Burbank, CA 91506

**3350. Courtney Johnson**

Burbank, CA 91506

**3351. Marshall Wetta**

Burbank, CA 91506

**3352. David Gabrielyan**

Burbank, CA 91510

**3353. Donna Pioli**

Burbank, CA 91510

**3354. D Pioli**

Burbank, CA 91510

**3355. Judith Vogelsang**

North Hollywood, CA 91601

Asthma patients are on the increase. We must find ways to curb air pollution.

**3356. Brian Lohmann**

North Hollywood, CA 91601

I have developed a chronic cough because the air quality is so bad in Los Angeles. We are discussing moving out of the State.

**3357. Laura Napoli**

North Hollywood, CA 91601

I like to be outside and be able to breathe. And my partner has asthma, so sometimes he can't go out when the air is bad.

**3358. Odesser Harris**

North Hollywood, CA 91601



I suffer with allergies.it's bad enough for me.adding dirty chemicals in the air isn't making my health any better.

THANK YOU.

**3359. Richard Van Heertum**

North Hollywood, CA 91601

Please work to make it safer to live in Southern California for all of us.

**3360. Fred Granlund**

North Hollywood, CA 91601

The latest federal assessment of potential climate change damage is a call to do everything we can to save our environment and our planet. Vehicles and power generation are the main sources of greenhouse gas emissions - so this is something that can make a real difference.

**3361. Laura A Napoli**

North Hollywood, CA 91601

We only have one planet and we need to stop killing it.

**3362. Robert Griffin**

North Hollywood, CA 91601

**3363. Kirk Margo**

North Hollywood, CA 91601

**3364. Jess Zelniker**

North Hollywood, CA 91601

**3365. William Rietzel**

North Hollywood, CA 91601

**3366. Wendy Rosenfeld**

n.hollywood, CA 91601

**3367. Leilani Leszkay**

North Hollywood, CA 91601

**3368. Heather Audesirk**

North Hollywood, CA 91601





# SIERRA CLUB

**3369. Justin Gibbs**

North Hollywood, CA 91601

**3370. Danielle Briggs-Simpson**

North Hollywood, CA 91601

**3371. Debbie Friedman**

North Hollywood, CA 91601

**3372. Tara Strand**

North Hollywood, CA 91601

**3373. Joy Fox**

North Hollywood, CA 91601

**3374. Richard Van Heertum**

North Hollywood, CA 91601

**3375. Bruce Davidson**

North Hollywood, CA 91601

**3376. Mary Garcia**

North Hollywood, CA 91601

**3377. Holly Isaacson**

North Hollywood, CA 91601

**3378. Katherine Prince**

N HOLLYWOOD, CA 91601

**3379. T Banghart**

Valley Village, CA 91601

**3380. Kirk Margo**

North Hollywood, CA 91601

**3381. Sylvia Ellis**

North Hollywood, CA 91601



# SIERRA CLUB

**3382. Patricia Braswell**

North Hollywood, CA 91601

**3383. Laura Claus**

North Hollywood, CA 91602

As someone with chronic health issues, clean air is incredibly important to me. While SoCal is already filled with air pollution, we must be committed to improving air quality.

**3384. Ellen Segal**

Toluca Lake, CA 91602

**3385. Fjaere Nilssen-Mooney**

North Hollywood, CA 91602

**3386. Rick Sparks**

Toluca Lake, CA 91602

**3387. Kristen Jolly**

North Hollywood, CA 91602

**3388. Paul Judy**

Studio City, CA 91602

**3389. Emma Ausman**

Toluca Lake, CA 91602

**3390. Thaya duBois**

Studio City, CA 91602

**3391. Tim Bartell**

North Hollywood, CA 91602

**3392. Anna Dermenchyan**

North Hollywood, CA 91602

**3393. Lynn Stevenson**

Toluca Lake, CA 91602

**3394. Jason Cunningham**



# SIERRA CLUB

Studio City, CA 91602

**3395. Silamith Maclean**

Toluca Lake, CA 91602

**3396. Mary Baker**

Toluca Lake, CA 91602

**3397. Rebecca Prewitt**

North Hollywood, CA 91602

**3398. Melinda Porter**

Toluca Lake, CA 91602

**3399. Thierry Rivard**

Toluca Lake, CA 91602

**3400. CHRISTINA VIA**

TOLUCA LAKE, CA 91602

**3401. Katherine Gregory**

North Hollywood, CA 91602

**3402. Jeff Holgate**

Studio City, CA 91602

**3403. Gina Felicetta**

Studio City, CA 91602

**3404. Solange Wills**

Studio City, CA 91604

Air quality affects every citizen in SoCal! Water and air quality must be addressed in every industry. Technology is available now, so there is no reason not to move forward on clean energy and transport.

**3405. Shan Albert**

Studio City, CA 91604

Clean air and water keeps me and all everyone healthy. It?s a no brainer!



# SIERRA CLUB

**3406. Mona Walker**

Studio City, CA 91604

For health of the population & earth

**3407. Brendan Bell**

Studio City, CA 91604

We have the technology to clean up our air in Southern California. Let's be a leader.

**3408. maureen cairns**

studio city, CA 91604

**3409. Lois Keller**

Studio City, CA 91604

**3410. Lilavati Sharma**

Studio City, CA 91604

**3411. David Alford**

Studio City, CA 91604

**3412. Mitch Suskin**

Studio City, CA 91604

**3413. Thomas Ronca**

Studio City, CA 91604

**3414. Ioana Iverson**

Studio City, CA 91604

**3415. Gerald Guzman**

Studio City, CA 91604

**3416. Thomas Campbell**

Studio City, CA 91604

**3417. Keven Kaddi**

Studio City, CA 91604

**3418. Justin Thompson-Tucker**



# SIERRA CLUB

Studio City, CA 91604

**3419. Shawn Williamson**

Studio City, CA 91604

**3420. Marcia Sewelson**

studio city, CA 91604

**3421. Raul Mejia**

Studio City, CA 91604

**3422. Courtney Ray**

Studio City, CA 91604

**3423. Sandra Howard**

Studio City, CA 91604

**3424. Alexandra Barbone**

STUDIO CITY, CA 91604

**3425. Sue Michelson**

Studio City, CA 91604

**3426. ILENE ATKINS**

Studio City, CA 91604

**3427. Meg McDonald**

Studio City, CA 91604

**3428. Andrea Sher**

Studio City, CA 91604

**3429. Nora Doyle**

Studio City, CA 91604

**3430. Jillana Laufer**

Studio City, CA 91604

**3431. Pam Geller**



# SIERRA CLUB

Studio City, CA 91604

**3432. Carmen Carrasco**

Studio City, CA 91604

**3433. Jack English**

Studio City, CA 91604

**3434. Robert Pinkus**

Studio City, CA 91604

**3435. Laurie Rittenberg**

Studio City, CA 91604

**3436. Lynn Mickelson**

North Hollywood, CA 91605

I live in the San Fernando Valley. Some days the air is so dirty we cannot see the mountains. I want to see them everyday.

**3437. Ronald Cross**

North Hollywood, CA 91605

I want my children and their children breathing clean air and drinking clean water. This is a step in that direction.

**3438. Bruce Houghtaling**

North Hollywood, CA 91605

**3439. Vartan Khorozyan**

North Hollywood, CA 91605

**3440. Victor Kozaski**

North Hollywood, CA 91605

**3441. Natalie Aharonian**

North Hollywood, CA 91605

**3442. James Arrott**

North Hollywood, CA 91605



# SIERRA CLUB

**3443. Steve Schwartz**

North Hollywood, CA 91606

I have asthma which is exacerbated by poor air quality. Sure, I could move to another place where the air is cleaner, but why should I have to? Don't listen to Trump and his "EPA" when they say the air is cleaner than ever; it isn't!

**3444. Dulce Gurrola**

North Hollywood, CA 91606

This is important to my family. I have 3 year old daughter and baby on the way. I definitely want to raise my children where the air is clean and I don't have to worry that air is polluted. Please this is important for our children to the planet .

**3445. Cathy Kraus**

North Hollywood, CA 91606

**3446. Natalie Rosen**

North Hollywood, CA 91606

**3447. Brian Pierson**

North Hollywood, CA 91606

**3448. Diana Dee**

North Hollywood, CA 91606

**3449. Fjaere Mooney**

North Hollywood, CA 91606

**3450. Larry Byrnes**

North Hollywood, CA 91606

**3451. Annabelle Whettam**

North Hollywood, CA 91606

**3452. Tim Zemba**

North Hollywood, CA 91606

**3453. B J Charnak**

North Hollywood, CA 91606



# SIERRA CLUB

**3454. Diane Hurley**

North Hollywood, CA 91606

**3455. Juan Lopez**

North Hollywood, CA 91606

**3456. Terence Murphy**

North Hollywood, CA 91606

**3457. Marilyn Carney**

North Hollywood, CA 91606

**3458. Gregory Notz**

North Hollywood, CA 91606

**3459. Ariana Kaiser Varnum**

Valley Village, CA 91607

We must do everything we can to reduce emissions and combat climate change. Now more than ever.

**3460. Jeff Levicke**

Valley Village, CA 91607

**3461. Jerrilyn Miller**

Valley Village, CA 91607

**3462. Yvonne Yvette**

Valley Village, CA 91607

**3463. Veronica Gabrielli**

Valley Village, CA 91607

**3464. Nicoletta Thibeault**

Valley Village, CA 91607

**3465. Darynne Jessler**

Valley Vlg, CA 91607

**3466. Erin Farber**





# SIERRA CLUB

Valley Village, CA 91607

**3467. Ree Whitford**

Ree, CA 91607

**3468. Kim Nicholson**

Valley Village, CA 91607

**3469. Carlyn Lampert**

Valley village, CA 91607

**3470. Thomas Walsh**

Valley Village, CA 91607

**3471. Alice Gershman**

Valley Village, CA 91607

**3472. Antonio Marchese**

Valley Village, CA 91607

**3473. Kathryn Rojo**

Valley Village, CA 91607

**3474. Jeanne Van Blankenstein**

Valley Village, CA 91607

**3475. Jakob Yarmoff**

Valley Village, CA 91607

**3476. Dana Lubin**

Valley Village, CA 91607

**3477. Maryam Faresh**

Valley Village, CA 91607

**3478. Maureen O'Connell**

Valley Village, CA 91607

**3479. Tara Inden**



Studio City, CA 91614

**3480. Grace Silva**

North Hollywood, CA 91615

My name is Grace Silva and I approve of the Sierra Club's message.

**3481. Marc Woersching**

Valley Village, CA 91617

**3482. Victoria Basulto**

Alta Loma, CA 91701

This issue matters to me because our current government is not taking our climate change seriously, and our livelihood is being affected. The pollution is out of hand and our air quality is rapidly declining. Where I live I never used to see smog in our hills, now I see it everyday hovering the hills. There needs to be change and action from our leaders; they need to step up and start trying to better the lives of Americans as well as doing their due diligence for the planet by curbing pollution.

**3483. Jessika Jones**

Rancho Cucamonga, CA 91701

this should be a no-brainer.

**3484. Wendy Morell**

Rancho Cucamonga, CA 91701

We need clean air to be healthy-It's a basic human right to have clean air!

**3485. Larry Taylor**

Alta Loma, CA 91701

What a great idea. Let's do it, shall we?

**3486. Miriam Baum**

Alta Loma, CA 91701

**3487. Claude Bibeau**

Rancho Cucamonga, CA 91701

**3488. Frank Lamborn**

Rancho Cucamonga, CA 91701



# SIERRA CLUB

**3489. Brenda Liebeskind-Haines**

Rancho Cucamonga, CA 91701

**3490. Stephanie Brotzman**

Rancho Cucamonga, CA 91701

**3491. Marcia Mears**

Alta Loma, CA 91701

**3492. Sammy Ehrnman**

Alta Loma, CA 91701

**3493. Jacob Perales**

Rancho cucamonga, CA 91701

**3494. Deborah Kasman**

Azusa, CA 91702

**3495. Gina Jennings**

Azusa, CA 91702

**3496. Ivette Mota**

Azusa, CA 91702

**3497. Maria Cardenas**

Azusa, CA 91702

**3498. Benny Martinez**

Azusa, CA 91702

**3499. Laura Woodry**

Azusa, CA 91702

**3500. Susan Chavira**

Azusa, CA 91702

**3501. John Behn**

Azusa, CA 91702



# SIERRA CLUB

**3502. Dana Bui**

Baldwin Park, CA 91706

I have children and grandchildren who deserve to breathe clean air in California, as well as myself!

**3503. Jesse Calderon**

Baldwin Park, CA 91706

**3504. Abdul Chowdhury**

Chino, CA 91708

Technology that promotes a cleaner environment is already available! Let us save ourselves, and posterity, from a miserable, suffocating future by adopting that technology now!

**3505. Karin Paris**

Chino Hills, CA 91709

Born & raised in SOCAL. I suffer from asthma issues on bad air days. Do whatever you can to reduce air pollution to lowest levels, PLEASE!!!

Karin Paria

**3506. Linda Stewart**

Chino Hills, CA 91709

We grew up in Riverside CA. My brother has COPD and I have had allergies and a chronic cough for many years. I would like younger people to have a better chance at good health.

**3507. Maria Rodriguez**

Chino Hills, CA 91709

**3508. Daniel Burke**

Chino Hills, CA 91709

**3509. Mary Burns**

Chino Hills, CA 91709

**3510. Jessica Ruggles**

Chino Hills, CA 91709

**3511. Frances Downs**

Chino Hills, CA 91709



**3512. ian lin**

Chino Hills, CA 91709

**3513. Claude Lafler**

Chino Hills, CA 91709

**3514. Andy Hou**

Chino Hills, CA 91709

**3515. Baylei Melroy**

Chino Hills, CA 91709

**3516. Jennifer Waggoner**

Chino Hills, CA 91709

**3517. Lyla Elsafy**

Chino Hills, CA 91709

**3518. Cathleen Earle**

Chino, CA 91710

All the money in the world cannot help us if our air is poisoned and our ecosphere is dying. We must put considerations about profit behind responsible standards. My grandsons should be able to grow up in a world where living things abound and air is clean and extreme weather is extremely rare!

**3519. Elizabeth Mendiola**

Chino, CA 91710

I want my children to have clean air.

**3520. Vicki Miera-Quevedo**

Chino, CA 91710

I want my grandchildren and their children to breathe clean air also.

**3521. Henry Feilen**

Chino, CA 91710

I was born and raised in Whittier/La Habra area in the 1950'/60's. I remember well the smog filled air and how my lungs would hurt to breath it many times during the year. I have now lived in the Chino area for over 40 yrs and watched it grow into one huge sprawling suburbia with more congestion, and air, noise, water and light pollution. I know the air pollution would



# SIERRA CLUB

have been even worse than it was in Whittier without more strict regulations. We cannot allow these regs to be rolled back at all. If anything they need to be made stronger everywhere!!

**3522. Phoebe Diaz**

Chino, CA 91710

My health and the health of each one are important to me and more valuable than anything money can buy and money itself.

**3523. Karissa Fong**

Chino, CA 91710

**3524. Marsha Malone**

Chino, CA 91710

**3525. Mary Ann Ruiz**

Chino, CA 91710

**3526. Juan Torres**

chino, CA 91710

**3527. Gioia Arteaga**

Chino, CA 91710

**3528. Luis Franco**

chino, CA 91710

**3529. Jorge Valenzuela**

Chino, CA 91710

**3530. Sara Huevo**

Paramount, CA 91710

**3531. Cathleen Rose**

Claremont, CA 91711

Additionally, I respectfully request that consideration be given to using a portion of available funds for education about the dangers of this kind of pollution.

**3532. David Warlick**

Claremont, CA 91711



# SIERRA CLUB

Dear councilmembers, and fellow citizens. I am a 65 year old survivor of multiple cancers and other health issues. My mother and I live in the Pomona valley( yes she's 97 and doing great!). It would be nice, albeit vital, if before we move on we could live in a much healthier environment. Even though in the 40 years we've been living in SoCal the air quality has improved, we know it's still the dirtiest and most toxic air in the country. For the sake of Mom and I, and future generations more importantly, isn't it about time we get serious about cleaning up our air. Let's let our children breathe cleaner air and have a chance to grow up much healthier. It's just one step, but an important one! ENACT THIS POLICY!! Thank you very much. D.C.W.

**3533. Ivan Light**

Claremont, CA 91711

Ex-smoker. Lung problems.

**3534. V K Bergfalk**

Claremont, CA 91711

I live 1.5 miles from I-10 and about the same from the 210 in a community of 350 senior citizens. I am 86 years old. The air we breathe is seriously unhealthy. There is NO excuse for this to be our reality. The technology exists to fix it.

**3535. Natalie Sokol-Snyder**

Claremont, CA 91711

It is deeply important to me that our government acts to protect the air that we breathe. I know that you will make the right decision for our people and make the transition towards net zero emissions.

**3536. Laurel Tucker**

Claremont, CA 91711

I've lived in SoCal for all of my 57 years. The air has been lots better than it was when I was a kid, but in the past few years it's seemed to get worse again.

With daily evidence of climate change, it's more important than ever to do everything possible to reduce emissions.

We need to make sure that our grandchildren inherit a planet that can sustain their lives.

Thanks for doing the right thing, and helping clean up our mess.

**3537. David Warlick**

Claremont, CA 91711

Mom and I have been living in the Inland Valley since 1979, and both of us are cancer survivors. I don't think this is a coincidence. Let's get to work! MJW and DW.



**3538. Mary Warlick**

Claremont, CA 91711

My son and I are from hearty midwestern stock! We moved to the Inland Valley in 1979. We have both had serious cancer and allergic conditions since. A mere coincidence? I think not! Please let us really start to do something about this. Lives are depending on YOU! Thank you.

**3539. Lawrence Flynn**

Claremont, CA 91711

Time to increase protecting the air not fall back to Neanderthal thinking.

**3540. Art Dickinson**

Claremont, CA 91711

YOU NEED TO DO A BETTER JOB!

**3541. John Wetzork**

Claremont, CA 91711

**3542. Lois Harris**

Claremont, CA 91711

**3543. Rob Spak**

Claremont, CA 91711

**3544. Kenneth Stahl**

Claremont, CA 91711

**3545. Elizabeth Grainger**

Claremont, CA 91711

**3546. Michelle Thach**

Claremont, CA 91711

**3547. Stephen and Nancy Petersen**

Claremont, CA 91711

**3548. Emily Dauwalder**

Claremont, CA 91711





# SIERRA CLUB

**3549. Sandra Johnson**  
Claremont, CA 91711

**3550. Robs Muir**  
Claremont, CA 91711

**3551. Steve Hoelke**  
Claremont, CA 91711

**3552. Dean McHenry Jr.**  
Claremont, CA 91711

**3553. Robert Jensen**  
Claremont, CA 91711

**3554. Richard Shepard**  
Richard, CA 91711

**3555. Mark Takeuchi**  
Claremont, CA 91711

**3556. Chris Blackburn**  
Claremont, CA 91711

**3557. Robert Blackey**  
Claremont, CA 91711

**3558. Ellen Webster**  
Claremont, CA 91711

**3559. David Tharp**  
CLAREMONT, CA 91711

**3560. John Maher**  
Claremont, CA 91711

**3561. Daniel Petro**  
Claremont, CA 91711



# SIERRA CLUB

**3562. Jan Pielke**

Claremont, CA 91711

**3563. Lori Dick**

Claremont, CA 91711

**3564. Karen Lull**

Claremont, CA 91711

**3565. Supporter Unknown**

Claremont, CA 91711

**3566. Nancy Traer**

Claremont, CA 91711

**3567. James Mulligan**

Claremont, CA 91711

**3568. Joanna Dewey**

Claremont, CA 91711

**3569. Gary Riley**

Claremont, CA 91711

**3570. Mary Warlick**

Claremont, CA 91711

**3571. Maria Jesus**

Claremont, CA 91711

**3572. Gus Gil**

Claremont, CA 91711

**3573. Tanya Nieri**

Claremont, CA 91711

**3574. Lisa Saavedra**

Claremont, CA 91711



# SIERRA CLUB

**3575. Carol Stever**  
Claremont, CA 91711

**3576. Vernon Snyder**  
Claremont, CA 91711

**3577. Nancy Petersen**  
Claremont, CA 91711

**3578. Christopher Michno**  
Claremont, CA 91711

**3579. Josette Siqueiros**  
Claremont, CA 91711

**3580. Kristin Johnson**  
Covina, CA 91722

**3581. Annie Kam**  
Covina, CA 91722

**3582. Ellen Straw**  
Covina, CA 91722

**3583. Stacey Johnson**  
Covina, CA 91722

**3584. Ron Schwolsky**  
Covina, CA 91722

**3585. Gabriel Romo**  
Covina, CA 91722

**3586. Alfonso Monsivais**  
Covina, CA 91722

**3587. Rebecca Cervantes**  
Covina, CA 91722



# SIERRA CLUB

**3588. Michele Saint**

Covina, CA 91723

**3589. Armand Ramirez**

Covina, CA 91723

**3590. James Clement**

Covina, CA 91724

**3591. Irene Snavely**

COVINA, CA 91724

**3592. Margie Mallen**

Covina, CA 91724

**3593. James Clement**

Covina, CA 91724

**3594. AdRienne Marquez**

Covina, CA 91724

**3595. Liliana Alvarado**

Rancho Cucamonga, CA 91729

**3596. Deborah Martinez**

Rch Cucamonga, CA 91730

As a mother whose daughter has suffered asthma attacks that have had her hospitalized, this matters! I remember the days growing up in the 70's with 1st, 2nd, and 3rd stage smog alerts! We have to be vigilant and stop letting our air get polluted!

**3597. Lizette Garcia**

Rancho Cucamonga, CA 91730

As an asthmatic and the mother of an asthmatic, clean air is vital to our being able to breathe and enjoy the outdoors. Please uphold your commitment to protect our air quality.

**3598. Amina Morales**

Rancho Cucamonga, CA 91730

Clean air matters



# SIERRA CLUB

**3599. Diana Cosand**

Rancho Cucamonga, CA 91730

I demand measures to keep SoCal air clean

**3600. Joslyn Santana**

Los Angeles, CA 91730

I grew up for the majority of my youth and adulthood in the Inland Empire: South Fontana, South Rancho Cucamonga, and Rialto. My family and I have experienced the detrimental health effects of the negligence and out right racist policies and development on part of the city councils usage of Overriding Considerations to get approval of industry next to children dense areas. I now have asthma, and a tumor. Does my life matter less than others? Do the lives of these communities matter nothing to the politicians?

**3601. Jennifer Jones**

Rancho Cucamonga, CA 91730

Yes! Support zero emissions materials transport! I was diagnosed w/asthma at four years old in 1985, I remember struggling to get the air I needed.

I hated the heavy coughing fits and having to run to the school nurse for my inhaler.

Dad and I climbed a hill once because I wanted to "go uppa da top" like my little brother. By the time we got to the top, I was wheezing, my chest was so tight and hurt so badly. I could barely breathe. Dad did everything he could to comfort me and help me breathe better. I don't know how long we sat there, but it was a long while before I could breathe ok.

I experienced remission in highschool, college and for some time after. However, a lot of chest colds in the past few years with fits of uncontrollable coughing suggests a deterioration in air quality since the late 90s. I do not have the air quality data to corroborate this. I think air was bad until the mid 90s, got better for a decade or so and deteriorated in the last five years.

**3602. Carolyn Dickson**

Rancho Cucamonga, CA 91730

**3603. G Mynko**

Rancho Cucamonga, CA 91730

**3604. Cyndee Jimenez**

Rancho Cucamonga, CA 91730

**3605. Paul Agosti**

Rancho Cucamonga, CA 91730



# SIERRA CLUB

**3606. David M. Madsen**

Rancho Cucamonga, CA 91730

**3607. NANCY NEELY**

Rancho Cucamonga, CA 91730

**3608. Yvonne Olivares**

Rancho Cucamonga, CA 91730

**3609. David Alvarez**

Rancho Cucamonga, CA 91730

**3610. Savannah Young**

Rancho Cucamonga, CA 91730

**3611. Kimberly Agosti**

Rancho Cucamonga, CA 91730

**3612. Katherine Palomares**

Rancho Cucamonga, CA 91730

**3613. Terrisa Tran**

Rancho Cucamonga, CA 91730

**3614. Bret Warner**

Rancho Cucamonga, CA 91730

**3615. Guadalupe Ortiz**

Rancho Cucamonga, CA 91730

**3616. Margaret Nanfito**

Rancho Cucamonga, CA 91730

**3617. Pauline Lawver**

El Monte, CA 91733

I want to breathe so I can live

**3618. Gerald Pallay**

Rancho Cucamonga, CA 91737



As a physician and parent, the AQI has been horrible lately and that is a bad trend. Please be more aggressive. This must be fixed quickly!

**3619. Meghan Mooberry**

Rancho Cucamonga, CA 91737

I am 27 years old and grew up near to the 210 freeway in Rancho Cucamonga CA. Recently I have had issues breathing especially during the pressure drop/ high pollution for particle matter. I'm worried for the children growing up here I think the air quality is killing me and don't want the same future for them. Please switch asap to clean energy vehicles.

**3620. Daysha Deen**

Alta Loma, CA 91737

It is more important now, more than ever, to reduce our carbon foot print. It is time to get off the fossil fuels. We don't want bad air quality.. Promoting tax breaks for electric and other emission free autos. Stricter fines on polluters!

**3621. Faye Visconti**

Rancho Cucamonga, CA 91737

Let's do the right thing. United we stand; divided we fall. Making the earth livable for future generations is a no-brainer. If not us, who?

**3622. Robert Brown**

Rancho Cucamonga, CA 91737

My son and his wife are pediatric Respiratory Therapists. They see the severe ill effects of polluted air on a daily basis. Please help us to graduate from the practices that turn or air unhealthy. Thank you! Robert Brown

**3623. Mary Muir**

Rancho Cucamonga, CA 91737

**3624. Monica Roldan**

Rancho Cucamonga, CA 91737

**3625. Kathryn Kaweck**

Rancho Cucamonga, CA 91737

**3626. David Griffith**

Rancho Cucamonga, CA 91737



# SIERRA CLUB

**3627. Amy Rutledge**  
Alta Loma, CA 91737

**3628. Steve And Carol Jacobs**  
Etiwanda, CA 91739

DO WHAT IS RIGHT FOR THE HEALTH OF ALL AMERICANS!

**3629. Eileen Kester**

Rancho Cucamonga, CA 91739

I have lived in Southern California my whole life. I am 64 yrs old. In the 60s the air was s really bad. You couldn't? see Mt Baldy in the summertime. It seems like its getting to be like that again. Please help us have clean air like the other parts of our country. Yes there are more cars here but with electric cars and trucks we can make a big impact. Make sure California stays as beautiful as it is in the future. Our children will thank us for it!!!!

**3630. luna ornelas**

Rancho Cucamonga, CA 91739

regarding all the other environmental issues we are face and are soon to face, i believe that air quality is one of the simplest to solve. i?m only 15 but the state of the air quality and overall really concerns me since i fear for my generations future. when i think of the fact that in some locations breathing in the air is the equivalent to smoking a pack of cigarettes that not only infuriated me but it?s also an extremely depressing situation since the people living in those locations can?t help it, but also aren?t the ones causing the bigger issue. as i had said before i?m young and because of that i?m currently doing all i can to help the issue with my current education and extracurriculars. i would really appreciate it if you, the people with more power than i, took further action in order to help absolve the issue for future generations.

**3631. Roxanne Rankin**

Rancho Cucamonga, CA 91739

This matters to me because my daughters and I suffer with asthma. We immediately feel the effects when the air quality worsens even the smallest amount.

**3632. David Nalbach**

Rancho Cucamonga, CA 91739

**3633. Barbara Nalbach**

Rancho Cucamonga, CA 91739





# SIERRA CLUB

**3634. Joshua Pascua**

Rancho Cucamonga, CA 91739

**3635. Maha Said-Shariff**

Etiwanda, CA 91739

**3636. Frederick Hamilton**

Rancho Cucamonga, CA 91739

**3637. Audrey Benedict**

Rancho Cucamonga, CA 91739

**3638. Jessica Powers**

Rancho Cucamonga, CA 91739

**3639. Tedford Rose**

Glendora, CA 91740

I grew up in the 1950's in Los Angeles. I remember the hot summers days when my lungs hurt when trying to breath severely polluted air. On particularly hot summers days we were not allowed to run and jump around. No playing baseball, basketball or football.

Thank goodness out teachers were told to not allow us to exert out breathing.

As a child I never connected the dirty air to the discomfort of trying to breathe.

I don't want the rich fossil corporations to make us a 3rd World country where out children don't have clean air to breathe. Let alone clean water to drink.

**3640. Judith Baerresen**

Glendora, CA 91740

I live just a stone?s throw from the 210 freeway and when rush hour traffic is at its height the change in the air quality can be somewhat noticeable. Many trucks and diesel powered vehicles are spewing harmful particulates in the air and if the air blows in a northwardly direction, it can surely be felt.

**3641. Melinda Encinas**

Glendora, CA 91740

Please think of the negative long term affects the quality of our air will have, if it?s not clean. Our future will be very grim from more people suffering from asthma and other pulmonary diseases.

**3642. Larissa Shen**



Glendora, CA 91740

**3643. Kellie McKinley**

Glendora, CA 91740

**3644. David Sanders**

Glendora, CA 91740

**3645. Jamie Juarez**

Glendora, CA 91740

**3646. Rebecca Barker**

Glendora, CA 91740

**3647. Jill Buffamonti**

Glendora, CA 91740

**3648. Danielle Juarez**

Glendora, CA 91741

Hello,

Please hear my voice and concerns. I believe we all deserve clean air. Despite any social status, disability, wealth, or political views. Supporting industries and big businesses that pollute our air has become my mission to avoid. Many people who are effected by air pollution are not even aware that it is occurring. South Coast has a humanitarian duty to better regulate the air being polluted. Today, families are not even able to enjoy their outdoors, home, or city because of unsafe air. Please do something about this! Be the change we need in green business!

**3649. Rose Rutherford**

Glendora, CA 91741

I live in LA County and I think I have the right to breathe clean air.

**3650. Jacalyn Littrell**

Glendora, CA 91741

I lived here in the 70's when things were really bad. We have made vast improvements but we still need to protect our air quality.

**3651. Aida Stratos**

Glendora, CA 91741



Regulations are MOST NECESSARY aim a capitalist system which naturally tends to greed!  
PROTECT OUR AIR QUALITY. PEOPLE BEFORE PROFIT.

**3652. Joseph Quintana**

Glendora, CA 91741

**3653. Noemi Pacheco**

La Puente, CA 91744

This important change needs to happen for the betterment of all people that work for Amazon and other large online commerce companies. Please watch out for those whose livelihood is being most affected.

**3654. Ann Sparks**

La Puente, CA 91744

**3655. Sandra Blackburn**

La Puente, CA 91744

**3656. Emmanuel Guzman**

La Puente, CA 91744

**3657. Jeffrey Wang**

Hacienda Heights, CA 91745

**3658. Thelma Robson**

Hacienda Heights, CA 91745

**3659. DeBoarah Jenkins**

Hacienda Heights, CA 91745

**3660. Mike Wisniewski**

Hacienda Heights, CA 91745

**3661. Erasmo Solis**

La Puente, CA 91746

**3662. Leonard Way**

Rowland Heights, CA 91748



**3663. Glenn R. Stewart, Ph.D.**

La Verne, CA 91750

As a Professor Emeritus of Zoology and Environmental Science, I urge the SCAQMD for move quickly in regulating the emissions of large trucks in the Inland Empire and converting them to zero emission vehicles! Then we can all breath more deeply and safely!

**3664. Jezzy Abi**

La Verne, CA 91750

I live in the I.E. and have witness the growth of pollution in my neighborhood since I was a child. The airbus so bad, that I can no longer walk outside during the day without coughing. With more electric cars on the road and putting a stop to diesel trucks, myself and others will be able to go outside without having to worry about our lung health.

**3665. Reem H**

La Verne, CA 91750

**3666. Melissa Mccormick**

La Verne, CA 91750

**3667. Joaquin Flores**

Jurupa valley, CA 91752

Please do something fast, I don't want to die because of stupid trucks. Thank you.

**3668. David Giles**

Mira Loma, CA 91752

We live in the trucker capital of Riverside County with multiple truck company headquarters that create bad air pollution.

**3669. Barbara Haire**

Jurupa Valley, CA 91752

**3670. Stephen Anderson**

Jurupa Valley, CA 91752

**3671. Timothy Hoang**

Jurupa Valley, CA 91752

**3672. Betty Anderson**

Mira Loma, CA 91752



# SIERRA CLUB

**3673. Rose Kabir**  
eastvale, CA 91752

**3674. Stephen And Betty Anderson**  
Jurupa Valley, CA 91752

**3675. Arthur Wu**  
Monterey Park, CA 91754  
Money and time spent having to deal with our health is money and time that cannot be spent on other goods and services. If we don't have good clean air and water, we cannot contribute fully to the economy.

**3676. Robert Drey**  
Monterey Park, CA 91754  
Set targets for emissions that properly address global warming issues.

**3677. Christine Gonzalez**  
Monterey Park, CA 91754

**3678. Javier Del Valle**  
Monterey Park, CA 91754

**3679. Steve Vicuna**  
Monterey Park, CA 91754

**3680. Roger Villasenor**  
Monterey Park, CA 91754

**3681. Linda Wilson**  
Monterey Park, CA 91755

**3682. M L**  
Monterey Park, CA 91755

**3683. Christopher Bayer**  
Mt Baldy, CA 91759  
Living above the LA Basin definitely gives us an early morning perspective on how much pollution still sits over the valley. While great measures have been made there is still quite a lot



of work that needs to be done. Born and raised here, since the early sixties, a lot of us have upper respiratory problems from being exposed to bad air quality. We would hope that greater measures would insure that the young ones of today and tomorrow would be free of these issues. Chris Bayer Mt. Baldy, CA

**3684. Sandy Klink**

Mt Baldy, CA 91759

**3685. Ningweizhi Ge**

Ontario, CA 91761

Air, such an essential part of our lives yet few think of it. Many people suffer from poor air quality while not realizing it. There are also air-sensitive groups that are much more prone to air-related problems such as asthma, lung cancer, ect. Do SOMETHING about it, for our people, for our future generations.

**3686. Antonio Lee**

Ontario, CA 91761

having clean air is essential

**3687. Maxine Bowden**

Ontario, CA 91761

I'm 69 and was just recently diagnosed with COPD. I do not smoke. It has been caused by the bad air here in Southern California.

**3688. Sabrina Pires**

Ontario, CA 91761

What we do to the environment we do to ourselves. Nature is not outside of us, it is us! It's the air we breath, the water we drink and the food we eat. We must protect nature so we protect ourselves and ensure the human's species survival on this planet.

**3689. Maria Nunez**

Ontario, CA 91761

**3690. Kelly Ayers**

Ontario, CA 91761

**3691. Guadalupe Sanchez-Luna**

Ontario, CA 91761



# SIERRA CLUB

**3692. Norberto Guzman**

Ontario, CA 91761

**3693. John St Clair**

Ontario, CA 91762

I live across the street from a Walmart Super Store loading dock. It would be great to have even half of those delivery trucks be electric so that they wouldn't be spewing their exhaust into my neighborhood.

**3694. Lisa Amaro**

Ontario, CA 91762

**3695. Dawson Pan**

Ontario, CA 91762

**3696. Jennie Bloom**

Ontario, CA 91762

**3697. Marlene Ortega**

Ontario, CA 91762

**3698. Ron Price**

Ontario, CA 91762

**3699. John St. Clair**

Ontario, CA 91762

**3700. Doris Rodriguez**

Ontario, CA 91762

**3701. maria galvan**

Ontario, CA 91762

**3702. Claudia Cook**

Ontario, CA 91762

**3703. Robin Velarde**

Ontario, CA 91762



# SIERRA CLUB

**3704. Jean Beer**

Montclair, CA 91763

Clean air improves health

**3705. Frances Whiteside**

Montclair, CA 91763

**3706. Alithea Winstead**

Montclair, CA 91763

**3707. Heidi Palmer**

Rancho Cucamonga, CA 91763

**3708. Jessica Olivares**

Ontario, CA 91764

because earth result speaks for it self! My kid body & mine reacts to it every year worse an worse, our nose bleeds more an more due to dry air, harder to breath, lungs feel tight, shall I keep going or that should be enough!

**3709. Edgar Roldàn**

Ontario, CA 91764

Let?s keep our environment clean for future generations!

**3710. Martha Zamora**

Ontario, CA 91764

**3711. Joseph La Marche**

Ontario, CA 91764

**3712. Joshua Regalado**

Ontario, CA 91764

**3713. Walter Oriano**

ONTARIO, CA 91764

**3714. Angelena Andre**

Ontario, CA 91764

**3715. John Hoffner**





Diamond Bar, CA 91765

I live about a mile from your Diamond Bar offices. Located at this busy intersection of freeways and railroads, I often breathe unhealthy air. Please use your authority to allow me and my neighbors to breathe easier!

**3716. Peter Mcnall**

Diamond Bar, CA 91765

This is a progressive democratic state. Let's clean up this air...no excuses.

**3717. Marilyn Eng**

Diamond Bar, CA 91765

We live in Diamond Bar and with all the trucks passing through our area, we must convert those trucks to zero emission. Can you imagine how wonderful the cleaner air will feel flowing through our lungs???

**3718. Deborah Walden**

Diamond Bar, CA 91765

**3719. Susan Gosland**

Diamond Bar, CA 91765

**3720. jayrill Nutt**

Diamond Bar, CA 91765

**3721. Lynn Elliott**

Diamond Bar, CA 91765

**3722. Edwin Chun**

Diamond Bar, CA 91765

**3723. Kimberly Wu**

Diamond Bar, CA 91765

**3724. Jeffrey Jenkins**

Diamond Bar, CA 91765

**3725. Linda Madrid**

Diamond Bar, CA 91765



**3726. Gabriel Perez**

Pomona, CA 91766

Nobody likes the smell of carbon emissions or seeing a black cloud escaping from the tailpipe of a truck going straight into the air. This is happening every second and it is causing more damage to the planet, our ecosystem, and every natural habitat in this world.

**3727. Peter Lee**

Pomona, CA 91766

**3728. Rebecca Leyva**

Pomona, CA 91766

**3729. Fred Herbert**

Pomona, CA 91766

**3730. Jacqueline Torres**

Pomona, CA 91766

**3731. Tyler R**

Pomona, CA 91766

**3732. David Morgan**

Pomona, CA 91766

**3733. Christopher Estrada**

Pomona, CA 91767

I can not believe how difficult this situation is for people who have asthma or bronchitis. Let alone how difficult it is for people who can breathe normally. This is really dangerous and harmful.

**3734. Pat Magrath**

Pomona, CA 91767

I live in the flight path of Ontario International as well as LAX arriving and close to the Bracket local airport. So I have reason for concern.

Not to mention this is just better for the planet!!!

**3735. Ruth Abel**

Pomona, CA 91767

It's important that our children and grandchildren have clean air to breathe to be healthy!



# SIERRA CLUB

**3736. Timothy Curry**  
Pomona, CA 91767

**3737. Richard Jimenez**  
Pomona, CA 91767

**3738. Jean G. Cochran**  
Pomona, CA 91767

**3739. Robert And Janet Tranquada**  
Pomona, CA 91767

**3740. Robert Brown**  
Pomona, CA 91767

**3741. Larry Branson**  
Pomona, CA 91767

**3742. Jean Cochran**  
Pomona, CA 91767

**3743. Ruth Charloff**  
Pomona, CA 91768

Electrification and zero emission vehicles are the direction we all need to be heading in. It is for all our sakes - but most immediately, it is a question of environmental equity for the communities that live directly in the path of high-emissions vehicles.

**3744. Robert Wilkerson**  
Pomona, CA 91768  
I can't breathe!!

**3745. Chia Yun Chen**  
Pomona, CA 91768

**3746. Linda Vogel**  
Pomona, CA 91768

**3747. Claudia Rodriguez**



Pomona, CA 91768

**3748. Susan Reed-Jones**

Pomona, CA 91768

**3749. Diane Drange**

Rosemead, CA 91770

Clean air is a basic human right. Please do the right thing and reduce our current emissions by investing in greener technology. Our children and grandchildren deserve the very best.

Thank you.

Diane Drange

**3750. Anne Marie Gomez**

Rosemead, CA 91770

I live here (California) since 1945. I have seen the horrendous effects to our air quality from emissions from cars, manufacturing, etc. ZERO emissions must be a priority. Don't go backwards in protecting our air quality.

**3751. Miguel Sanchez**

Rosemead, CA 91770

More incentives for hybrid and electric cars in LA county will be good to improve air quality also.

**3752. kaelyn Rojas**

Rosemead, CA 91770

**3753. Felicia Bander**

Rosemead, CA 91770

**3754. Noel Venegas**

Rosemead, CA 91770

**3755. Mark Coria**

Rosemead, CA 91770

**3756. Gilbert Riboni**

Rosemead, CA 91770

**3757. Kevin Jordan**



Rosemead, CA 91770

**3758. Mary Luck**

San Dimas, CA 91773

It is ludicrous to follow Donald Trumps example of global warming denial. It is just as dangerous to be passive about it.

**3759. Linda Gregory**

San Dimas, CA 91773

The quality of our air is the future. More and more each year many people get allergies and illnesses related to the poor quality of air. Please consider this priority for our sustainability on Earth.

**3760. Shana Garcia**

San Dimas, CA 91773

**3761. Mary Baville**

San Dimas, CA 91773

**3762. Kevin Hanson**

San Dimas, CA 91773

**3763. Kris Walker**

San Dimas, CA 91773

**3764. Maddy Tew**

San Dimas, CA 91773

**3765. Ernest Bustillos**

San Gabriel, CA 91775

**3766. teresa lee**

San Gabriel, CA 91775

**3767. James Zhou**

San Gabriel, CA 91775

**3768. Debbie Young**

San Gabriel, CA 91775



# SIERRA CLUB

**3769. Patricia Margaret**  
Tujunga, CA 91775

**3770. Toshio Ozawa**  
San Gabriel, CA 91775

**3771. Janice Youngblood**  
San Gabriel, CA 91775

**3772. Vanessa Zuniga**  
san gabriel, CA 91776  
i want every person to breathe in clean air and not have to worry about breathing in harmful pollutants. thank u. Jesus loves u

**3773. John Alvarez**  
San Gabriel, CA 91776

**3774. C L**  
San Gabriel, CA 91776

**3775. Douglas Richter**  
San Gabriel, CA 91776

**3776. Marianne wang**  
San Gabriel, CA 91776

**3777. David Chu**  
San Gabriel, CA 91778

**3778. Penny Gudel**  
Temple City, CA 91780  
The future of our planet, not just in the future but NOW. Big impact on our world.

**3779. Sharon Tozzi**  
Temple City, CA 91780

**3780. Linda Skorheim**  
Temple City, CA 91780



# SIERRA CLUB

**3781. Sherri Katich**

Temple City, CA 91780

**3782. Lori Wennbo**

Temple City, CA 91780

**3783. Kellie Mckinley**

Temple City, CA 91780

**3784. Alena Jorgensen**

Temple City, CA 91780

**3785. Naomi Uyeda**

Temple City, CA 91780

**3786. Kathleen Fong**

Temple City, CA 91780

**3787. Christopher Anderson**

Upland, CA 91784

As someone who lives in Southern California. At this time of year around 2 or 3 pm the air quality in my city of Upland, CA is listed as unhealthy every single day and this lasts deep into the night. The people of California deserve better than to have to breathe air listed as unhealthy to play or exercise in EVERY SINGLE DAY during the summer time.

**3788. Lucas Maher**

Upland, CA 91784

I've lived here my whole life and I'm honestly jealous of people who have clean air and I actively do my part to help keep it clean, we all should, it's for the safety of ourselves and our future.

**3789. Shirley Harris**

Upland, CA 91784

**3790. Robert Kolesnik**

Upland, CA 91784

**3791. Yvonne Smith**



Upland, CA 91784

**3792. Tori Reyes**

Upland, CA 91784

**3793. Dorothy Lebovitz**

Upland, CA 91784

**3794. Jennifer Kanter**

Upland, CA 91784

**3795. Blair Aldworth**

Upland, CA 91784

**3796. Carol Lumsden**

Upland, CA 91784

**3797. Jake Walton**

Upland, CA 91784

**3798. Natalie Sawai**

Upland, CA 91784

**3799. Monica Supina**

Upland, CA 91784

**3800. Brigitte James**

Upland, CA 91784

**3801. Jerry Fenning**

Upland, CA 91786

"Only You Can Reduce Oil Consumption" Slogan which describes the basic problem in America i.e. high consumption of oil for transportation. My copyrighted signage provides instantaneous rationale and motivation to reduce oil usage. Reducing oil 1) cleans up the environment; 2) improves people's health; 3) improves domestic economy by not sending petrodollars overseas e.g. to the Middle East; 4) enhances peace by not funding terrorism with America's petrodollars spreading across the Middle East; and 5) enhances social justice by not funding misogyny in the Middle East.

Americans have to say YES to reducing oil consumption when faced with all FIVE of these





benefits. Jerry Fenning Contact me for copyrighted material jfenning123@gmail.com

**3802. Luz Sosa**

Upland, CA 91786

Because we must think about our future, it's something that affects everyone and we don't really have the luxury of continuing with a lifestyle that only focuses on profit and not on how this affects our future selves. We must focus on how to make available better options for accessibility, transportation and our environment NOW.

**3803. Michael Turner**

Upland, CA 91786

Fresh air is now a luxury and it is a travesty. It is clear that our state government is controlled by the elite sociopath mentality of the 1% pretending to be progressive while the masses suffer. It is clear most of you don't care. I am appealing to those honorable braves members that have not sold your soul to the dollar. More and more of the masses are waking up to what is false leadership and to what is true leadership. May those of you who are honorable members be powerfully protected and thrive. And those of you who are enthusiastically implementing the destructive policies of the 1% experience will experience karma expeditiously.

**3804. Cat Smith**

Upland, CA 91786

I live 2 blocks from the busy 10 Freeway, and these emissions directly affect my health, and the health of my family and friends.

**3805. Susan Mach**

Upland, CA 91786

I love to breathe easy!

**3806. Cynthia Tuell**

Upland, CA 91786

My grandchildren live two blocks from Interstate 10 in Fontana, just north of Valley Blvd, once known as Death Alley. The air once poisoned by Kaiser Steel is now poisoned by the heavy truck traffic on Valley and on I-10. Give my grandkids and all the Fontana kids a break please.

**3807. Ellen Rondina**

Upland, CA 91786

Sometimes the air quality is so bad I hold my breath knowing how damaging breathing will be for me. I intend to move away and one of the major reasons is the air quality. It is so depressing.



**3808. Michael Jones**

Upland, CA 91786

We once were the leading democracy of the world and the destination for people seeking freedom and justice. We are slipping and hopefully, our new president can gather all decision-makers together to move us forward. This is a small start. Please.

**3809. Geoffrey Shaw**

Upland, CA 91786

**3810. Ryan W.**

Upland, CA 91786

**3811. Lorraine Kurtzke**

Upland, CA 91786

**3812. Jay Jones**

Upland, CA 91786

**3813. Christine Hayes**

Upland, CA 91786

**3814. Brittany Burgard**

Upland, CA 91786

**3815. Beverly Cartwright**

Walnut, CA 91789

Clean air must be a top priority to protect our children.

**3816. April Barker**

Diamond Bar, CA 91789

The air quality where I live and work is unacceptable. Air quality reports give us failing marks every year. Please change this horrible situation. I can't protect my kids from the air they breathe.

**3817. Roberta Swanson**

Walnut, CA 91789

**3818. Erfin Hartojo**



Walnut, CA 91789

**3819. Denise Cisneros**

Walnut, CA 91789

**3820. Melanie Zeller**

Walnut, CA 91789

**3821. Rita Thio**

Walnut, CA 91789

**3822. sergio sanchez**

Walnut, CA 91789

**3823. Roberta Johnson**

West Covina, CA 91790

As a resident of West Covina, I have seen an increase in days with very unhealthy air quality. After years of improvement, I am angry that we seem to be regressing to a time when going outside meant suffering from burning eyes and lungs, and increases in asthma attacks and other illnesses.

**3824. Victoria Vega**

West Covina, CA 91790

Humans need clean air & water to survive without diseases. Animals need clean air and water to survive. All living things on Earth need clean air and water. Do we want to survive? That is the question. Is fossil fuel and the money worth more than your life? Money does not last, it is material. You can have all the money in the world and still die from cancer. The cancer is coming from contaminated water, food and air.

**3825. Lina Pickett**

West Covina, CA 91790

Pollution make people sick, on top of the suffering it causes to the affected, it impact economy too. We need to think win-win for everybody, not just the corporations that pay politicians to relax environmental regulations

**3826. Yolanda Avila**

West Covina, CA 91790

We need to protect our planet and it's atomsphere in order to protect life on earth for generations to come. Life matters!!!!????



# SIERRA CLUB

**3827. Consuelo Rovirosa**

West Covina, CA 91790

**3828. Frances Gonzalez**

West Covina, CA 91790

**3829. Gabriela Rubio**

West Covina, CA 91790

**3830. Supporter Unknown**

West Covina, CA 91790

**3831. Ramon Grajeda**

West Covina, CA 91790

**3832. Roxanne Lopez**

West Covina, CA 91790

**3833. Suzanne Rivera**

West Covina, CA 91790

**3834. Linda Klein**

West Covina, CA 91791

Want clean air for next generation.

**3835. Jeff Allen**

West Covina, CA 91791

We owe it to future generations.

**3836. Anton Kerckhoff**

West Covina, CA 91791

years ago a neighborhood high schooler was practicing his cross country running on a very air polluted afternoon....he died that night due to the inhalation of the polluted air...true story...

**3837. Emma Cortes**

West Covina, CA 91791



# SIERRA CLUB

**3838. Marian Carter**

West Covina, CA 91791

**3839. Verla D. Walker**

West Covina, CA 91791

**3840. Rick Kemenesi**

West Covina, CA 91791

**3841. Janine Petersen**

West Covina, CA 91791

**3842. Samuel Wong**

West Covina, CA 91792

**3843. Jacqueline Vrooman**

West Covina, CA 91792

**3844. Supporter Unknown**

Alhambra, CA 91801

**3845. Susan Manley**

Alhambra, CA 91801

**3846. Barbara Sakuma**

Alhambra, CA 91801

**3847. rebecca wang**

alhambra, CA 91801

**3848. Edgardo Ramirez**

Alhambra, CA 91801

**3849. Tom Atha**

Alhambra, CA 91801

**3850. Alec Taratula**

Alhambra, CA 91801



**3851. Ruben Terveen**

Alhambra, CA 91801

**3852. Emily Wong**

Alhambra, CA 91802

**3853. Rebeca Castro**

Alhambra, CA 91803

Air pollution affects everyone, especially those in lower income communities. Living in Los Angeles, I am well aware of the increasing homeless population. By not supporting legislation to reduce and overall stop to air pollution, you are actively diminishing the people's quality of life.

**3854. Linda Trevillian**

Alhambra, CA 91803

Clean air is essential to humans - and animals. It is imperative that we maintain clean air everywhere by controlling pollution every possible way. Please do your part to ensure that ports and warehouses are not emitting foul particles into our air. It is vital that this be done. Thank you.

**3855. Angel Orona**

Alhambra, CA 91803

**3856. Ron Vrooman**

Alhambra, CA 91803

**3857. Anjanette Caron**

Alhambra, CA 91803

**3858. Jeshow Yang**

Alhambra, CA 91803

**3859. Jordan Sanchez**

Alhambra, CA 91803

**3860. Jerald Lipsch**

Alhambra, CA 91803

**3861. Jo Herman**

Alhambra, CA 91803



**3862. Antonio Pierola**

Alhambra, CA 91803

**3863. Julie Hoffman**

Alhambra, CA 91803

**3864. David Gallardo**

Alhambra, CA 91803

**3865. Laura Payne**

Alhambra, CA 91803

**3866. Araceli Arzate**

Alhambra, CA 91803

**3867. Quilaztli Avilez**

Chula Vista, CA 91911

**3868. Amanda Trueblood**

Chula Vista, CA 91913

**3869. Michael Arballo**

Lemon Grove, CA 91945

**3870. MaryPat Eberle**

Escondido, CA 92025

The old adage is "without your health you have nothing". In order to be healthy we need clean air.

**3871. Mary Pat Eberle**

Escondido, CA 92025

**3872. Anne Mudge**

Fallbrook, CA 92028

I care about this for two reasons: I think the Californians who suffer the brunt of poor air quality are our under-served communities. That's not the California I want to live in. Secondly and equally important: we MUST transition to fossil-free transportation to avert the worst of climate change.



**3873. Lorette Smith**

Fallbrook, CA 92028

Make a point to create a world you want your children and grand children can survive and love the world we share with all people..

**3874. Terese Kristensen**

Fallbrook, CA 92028

We must cut CO2 emissions now!

**3875. Sally Black**

Fallbrook, CA 92028

**3876. Anna Swanson**

San Diego, CA 92054

Please protect our biosphere

**3877. Josephine Moore**

Gardena, CA 92054

**3878. Junessa Reyes**

Oceanside, CA 92057

Please help clean the air, our future generations deserve to breathe

**3879. Helen Hansen**

Oceanside, CA 92057

**3880. Theresa Avila**

Pala, CA 92059

This is a very important issue for my children & grandchildren as they are my WHOLE life. They carry on the whole world's traditions.

**3881. Margaret Lopez**

Santee, CA 92071

**3882. Jessica Barlow**

San Diego, CA 92104

**3883. Kimber Husak**





San Diego, CA 92108

**3884. Diane Pitzel**

San Diego, CA 92109

**3885. Marla Shrock**

San Diego, CA 92110

I'm on board for clean air. Stop using pollution making vehicles.

**3886. Ciara Terry**

San Diego, CA 92123

**3887. J Michno**

San Diego, CA 92126

Asthma is shortening the lives of grandparents and costing taxpayer moneys through higher health care costs. Our transportation system is killing some of us and reducing quality of life for others. Please shift to zero emissions energy.

**3888. Ramona Magana**

Indio, CA 92201

Climate change is affecting my COPD. Please help keep our air cleaner.

**3889. Nyssa Villarreal**

Indio, CA 92201

I strongly believe clean air is something everyone needs and deserves. Clean air is a basic necessity to live a healthy full life. There must be more done to protect our air; we need regulations on air pollution from ports and warehouses.

**3890. Jennifer Huffsmith-Shamberger**

Indio, CA 92201

My mother has severe asthma and to know that the air quality here so unhealthy, in a place her pulmonologist recommended her to live in order to breathe easier, is disturbing.

**3891. Gwen Heredia**

Indio, CA 92201

Please put our environment first over corporate profits, our children and grandchildren's health will depend on it.

**3892. Matthew Humphrey**



# SIERRA CLUB

Indio, CA 92201

**3893. Colette Johnston**

Indio, CA 92201

**3894. Christine Johnson**

Indio, CA 92201

**3895. Catherine Hall**

Indio, CA 92201

**3896. Tim Taylor**

Indio, CA 92201

**3897. S Martin**

Indio, CA 92201

**3898. Susie Leikam**

Indio, CA 92203

Clean air is a right. Please help protect it!

**3899. Georgia Labey**

Bermuda Dunes, CA 92203

I am deeply concerned about the impact truck emissions have on our air quality and health. We need to make the move to clean energy a priority. The latest climate reports support the need for solutions to address the negative effects of global warming on our planet before these effects reach an irreversible point.

**3900. Karen Dewey**

Bermuda Dunes, CA 92203

One planet, one correct decision: CLEAN AIR!

**3901. Diane Herbs**

Indio, CA 92203

**3902. Suzanne Burg**

Bermuda Dunes, CA 92203

**3903. Rosalind Milliken**



# SIERRA CLUB

Indio, CA 92203

**3904. Maria D'Ambrosio**

Bermuda Dunes, CA 92203

**3905. Mark Murdock**

Indio, CA 92203

**3906. Donald Morgan**

Indio, CA 92203

**3907. Douglas Weiss**

Indio, CA 92203

**3908. Gabriella Lopez**

Bermuda Dunes, CA 92203

**3909. Andrea Cavalier**

Indio, CA 92203

**3910. Ana Karen Macedo**

Beverly Hills, CA 92210

**3911. Clare Piaget**

Indian Wells, CA 92210

**3912. Brenda Olivares**

Palm Desert, CA 92211

I want to breathe clean air!!!!!!

**3913. Carol Grubbs**

Palm Desert, CA 92211

Keep the air clean

**3914. Barry Cutler**

Palm Desert, CA 92211

This matters to me because I think I and everyone else (except for the greedy scumbags who think they have a right to profit off the health of others) has a right to breathe clean, fresh air.



# SIERRA CLUB

**3915. Hanna Fickewirth**

Palm Desert, CA 92211

Why should Californians have to suffer from lung cancers and other detriments just because trucks are convenient??

**3916. Mark Hupf**

Palm Desert, CA 92211

**3917. Marsha Hansen**

Palm Desert, CA 92211

**3918. Lois Friedlnd**

Palm Desert, CA 92211

**3919. Laura Bickford**

Palm Desert, CA 92211

**3920. Jenni Gold**

Palm Desert, CA 92211

**3921. Dana Gottlieb**

Palm Desert, CA 92211

**3922. Caryn Cowin**

Palm Desert, CA 92211

**3923. Karl Twombly**

Palm Desert, CA 92211

**3924. Mary Tapley**

Palm Desert, CA 92211

**3925. Len Rogoff**

Palm Desert, CA 92211

**3926. Bryan maddan**

Palm Desert, CA 92211

**3927. Heather Joyce**



Palm Desert, CA 92211

**3928. Serena Motelewski**

Palm Desert, CA 92211

**3929. Nicole Maxwell**

Palm Desert, CA 92211

**3930. Valerie Vinar**

Palm Desert, CA 92211

**3931. Ronald Brown**

Palm Desert, CA 92211

**3932. Kathleen Katz**

Banning, CA 92220

I have suffered all my life from smoke related lung issues. The climate and Air of Southern California are ideal

And I am well, then comes the pollution. It is so much better than it used to be. We can do this cleanup.

**3933. Kathy Katz**

Banning, CA 92220

I have suffered asthma since a child in L.A. It is much better when the air is clean. I'm confined to indoors from smoke and diesel emissions. I have driven a Prius since year one. It helps. Imagine if the state power grid was Solar when PG&E turns off the grid. Thanks

**3934. Kathleen Dale**

Banning, CA 92220

With the proliferation of goods movement and warehousing in the South Coast basin, a strong indirect source rule is essential to protect the public health and quality of life in proximity to freight hubs and along the regional and local transportation routes utilized by the heavy-duty trucks inextricably linked to this industry.

**3935. Christopher Jennings**

Banning, CA 92220

**3936. Natalie Wilson**



Banning, CA 92220

**3937. Phyllis Ostby**

Banning, CA 92220

**3938. Tiana Lee**

Banning, CA 92220

**3939. Laurie Larson**

Beaumont, CA 92223

Air quality has improved so much from what it was when I was young. Please don't let it deteriorate. All of the increased truck traffic must be regulated so that we can continue to breathe safely.

**3940. Doris Foreman**

Beaumont, CA 92223

Do the right thing & Support proven scientific data. We don't want more dirty air for profit.

**3941. Vetza Trussell**

Cherry valley, CA 92223

I have asthma as a result of living in LA.

**3942. P D**

Cherry Valley, CA 92223

I live in cherry valley . It is a totally rural area complete with horses and 1 house an acre . It has always been a quiet community and is part of the county of riverside . Some jerk land developer wants to build a 2 million ft. warehouse here right off the 10 freeway . There would be aprox. 800 to 1000 trucks a day coming to this warehouse . There are 4 senior communities that are nearby , one within 1/4 mile. All the protests possible did not stop the riverside co. board of supervisors from giving the thumbs up to the project . and of course , the land owner has donated \$\$\$\$ to each supervisor . 99% of the people who live here are against this project and truck pollution is at the top of the list. .. PLEASE .. perhaps you can help us stop this before we are all gassed

**3943. Laurel Harrington**

Cherry Valley, CA 92223

I'm signing this petition because I suffer from asthma, chronic bronchitis & pneumonia. I'm 46 years old & have never struggled like this before.



**3944. Joanna Medina**

Beaumont, CA 92223

This matters a lot to me because I have a partner who I am raising a child with. It is upsetting to have to see her go through these conditions when I didn't have to as a kid. I honestly am thinking twice about having my own child based off all these environmental issues that we face now compared to a few years ago. My health and the health of my loved ones is a very big concern of mine and I want to live in a state that puts their residents health on their priority list as well as the environment we live in.

**3945. Sharon Geiser**

Beaumont, CA 92223

We live in Beaumont California and they are adding more and more warehouses to our area which greatly affects our air. We need to make our air cleaner not dirtier, please pass legislation to give our future generations a healthy environment.

**3946. Katie Edwards**

Beaumont, CA 92223

We should protect air quality for Californians, our ecosystems and aid to combat the global effects of climate change.

**3947. Gary Hutchison**

Beaumont, CA 92223

**3948. Derek Ryan**

Beaumont, CA 92223

**3949. Kenneth Althiser**

Cherry Valley, CA 92223

**3950. Vetza Trussell**

Cherry Valley, CA 92223

**3951. Sharon K Geiser**

Beaumont, CA 92223

**3952. Barbara Glascoe**

Cabazon, CA 92230



# SIERRA CLUB

Clean air is of utmost importance right next to clean water. As a person who works in healthcare, I see so many illnesses that are exacerbated by poor air quality and pollution. Please keep our laws in place to protect our air quality and improve the existing laws.

**3953. Claudia Ferguson**

Cathedral City, CA 92234

It's our responsibility to change in order to protect our environment for the future generations. Think of others, not just yourself.

**3954. Amit Hoque**

Cathedral City, CA 92234

Make a difference and care about our planet and our kids

**3955. Krista Carlton**

Cathedral city, CA 92234

Our water is important to us!

Protecting our air, water & the ecosystems we depend on is YOUR job.

Thank you for doing a great job for The People.

**3956. Ann Kuhn**

Cathedral City, CA 92234

We cannot continue to destroy the earth with CO2 and other pollutants. Be accountable and take action! Do the right thing for children and children's children. Can someone please stand up!

**3957. Charles Mundy**

Cathedral City, CA 92234

**3958. Hilary Simonetti**

Cathedral City, CA 92234

**3959. Judith Salkin**

Cathedral City, CA 92234

**3960. Lynn Schneider**

Cathedral City, CA 92234

**3961. Barbara Boyer**

Cathedral City, CA 92234





# SIERRA CLUB

**3962. Kelly Erwin**

Cathedral City, CA 92234

**3963. Sheila Goldner**

Cathedral City, CA 92234

**3964. Michael Poynter**

Cathedral City, CA 92234

**3965. Phillip Cripps**

Cathedral City, CA 92234

**3966. Laura Newton**

Cathedral City, CA 92234

**3967. Nancy Shannon**

Cathedral City, CA 92234

**3968. Marlon Sedano**

Cathedral city, CA 92234

**3969. Carole Topp**

Cathedral city, CA 92234

**3970. Lisa Conway**

Cathedral City, CA 92234

**3971. Dale Hogle**

Cathedral City, CA 92234

**3972. Rebecca Lopez**

Cathedral City, CA 92234

**3973. Norma Lee**

Cathedral City, CA 92235

DO YOUR SHARE FOR CLEAN AIR! YOU HAVE CHILDREN AND FAMILY WHO BREATHE THIS AIR AS WELL SO WHY CAN'T YOU DO THE RIGHT THING? PAY YOUR SHARE!!!!



# SIERRA CLUB

**3974. M Montano**

Cathedral City, CA 92235

**3975. David Carp**

Desert Hot Springs, CA 92240

Air pollution is life-threatening for the millions of Californians suffering from asthma, emphysema, COPD and other respiratory diseases. Clean air should be a priority for everyone.

**3976. Jon Hammari**

Desert Hot Springs, CA 92240

Cover the big rig trailers with solar panels, at least to power their refrigeration units.

**3977. Ben Barnes**

Desert Hot Springs, CA 92240

**3978. Maureen Mcdonald**

Los Angeles, CA 92240

**3979. David Downing**

Desert Hot Springs, CA 92240

**3980. Eddie West**

Desert Hot Springs, CA 92240

**3981. Linda Crook**

Desert Hot Springs, CA 92240

**3982. Lawrence Skidmore**

Desert Hot Springs, CA 92240

**3983. Christian Billson**

Desert Hot Springs, CA 92240

**3984. Dan Rauschenberg**

Desert Hot Springs, CA 92240

**3985. Nancy Schelling**

Desert Hot Springs, CA 92240



# SIERRA CLUB

**3986. Eileen Lion**

Desert Hot Springs, CA 92240

**3987. Cicely Wilson**

Desert Hot Springs, CA 92240

**3988. Yoka Brouwer**

Desert Hot Springs, CA 92241

**3989. Susan Wilson**

Desert Hot Springs, CA 92241

**3990. Bill Ponech**

Desert Hot Springs, CA 92241

**3991. Geoffrey Williams**

La Quinta, CA 92247

**3992. Deborah Summerfelt**

Joshua Tree, CA 92252

All of us breathe the same air.

**3993. Jared Crow**

Joshua tree, CA 92252

Please help us keep the air quality in our state good for us and our children. What is really more important than the quality of our air and water.

**3994. daniel odowd**

JOSHUA TREE, CA 92252

Please sign, help and influence others to join in on protecting our air.

**3995. Judy Grace**

Joshua Tree, CA 92252

This planet is our home. We need to take better care of her. Leave oil in the ground and start using renewables.

**3996. Sandra Ely-Mullins**

Joshua Tree, CA 92252

We have a right to breathe clean air



**3997. Gloria Beetle**

Joshua tree, CA 92252

**3998. Mark Wadlund**

La Quinta, CA 92253

Air pollution is a problem here on planet Earth- the planet I live on.

As a society, there is no reason why we should halt at using our technology to clean up this horrible mess.

**3999. William Cantrell**

La Quinta, CA 92253

Breathing Clean Air is a Human Right. Make Sure that happens.

**4000. Jessica May**

La Quinta, CA 92253

Clean air is a necessity and air pollution is completely out of control. Air pollution is the largest public health crisis our world has ever faced killing millions each year. Please take action regarding this issue and protect the quality of our air for us and generations to come!

**4001. ANNE CHICOINE**

LA QUINTA, CA 92253

Please help do the right thing for all of us.

**4002. Marion Wayne**

La Quinta, CA 92253

We only have one Planet to live on,

So lets preserve it with all our might

**4003. Edward Armendarez**

La Quinta, CA 92253

**4004. Joyce Frye**

La Quinta, CA 92253

**4005. Kathleen Herring**

La Quinta, CA 92253

**4006. Claudia Monahan**



La Quinta, CA 92253

**4007. Aydee Palomino**

La Quinta, CA 92253

**4008. Hana Correa**

La Quinta, CA 92253

**4009. Lora Bailin**

La Quinta, CA 92253

**4010. Rhonda Oliver**

La Quinta, CA 92253

**4011. Jasmin Souza**

La Quinta, CA 92253

**4012. Holly Sharps**

La Quinta, CA 92253

**4013. Alexia Valdora**

Palm Desert, CA 92255

**4014. Julie Marquez**

Morongo Valley, CA 92256

As an allergy sufferer this matter is not only important to me but to all the wildlife we depend on for our fragile ecosystem!! The re-introduction of trophy hunting & the slow comeback of fur as a fashion it's scary to think of what kind of world tomorrow will be! If Brazil can have all of it's cars run on ethanol & Japan continue to make advances in electric automobiles, as well as how to make them affordable as well! The idea that global warming is a myth is a true fantasy, the idea that we are still so dependent on fossil fuels in this day and age is crazy!! Please help all of us that share our planet, the only one we have, breathe a little easier!

**4015. Judy Gonzales**

Palm Desert, CA 92260

Because today it's 110 degrees with Air Quality moderate and my asthma is really bad. I wouldn't wish this on anybody especially young children and the elderly

**4016. Marta Kati Plonski**



Palm Desert, CA 92260  
Everyone wins with good air quality.

**4017. Christine Nielson**

Palm Desert, CA 92260

I am a Coachella Valley resident. Preserving the quality of our fragile desert environment is of enormous importance to me.

There are solutions to this problem that need to be adopted and implemented.

**4018. Tricia Capraro**

Palm Desert, CA 92260

I have a daughter that I want to be able to enjoy her outdoor surroundings, as an adult, and to not be afraid to bring children into the world, herself, because of the condition of her air quality. Ignoring our environment sets up our world for its own demise.

**4019. Matt Mailander**

Palm Desert, CA 92260

Save our lungs we all share the air! It's bad enough because of dirty industry already. We can't die young our families need us! Show some compassion please.

**4020. Rocio Garcia**

Palm Desert, CA 92260

ThankYou

**4021. Dorea Smith**

Palm Desert, CA 92260

We must act for our children.

**4022. Bruce Jarsma**

Palm Desert, CA 92260

**4023. Catherine Green**

Palm Desert, CA 92260

**4024. Dita Kali**

Moravske Toplice, CA 92260

**4025. Marie Strom**

Palm Desert, CA 92260



**4026. Kim Floyd**

Palm Desert, CA 92260

**4027. Sharon Hodson**

Palm Desert, CA 92260

**4028. Linda Boone**

Palm Desert, CA 92260

**4029. Dianna Ploeger**

Palm Springs, CA 92260

**4030. Priscilla Gilbert**

Palm Desert, CA 92260

**4031. James Donahue**

Palm Desert, CA 92260

**4032. Jonatha Da silva**

Palm Desert, CA 92260

**4033. Kathleen Lance**

Palm Desert, CA 92260

**4034. Maggie Cahill**

Palm Desert, CA 92260

**4035. Chuck Karp**

Palm Desert, CA 92261

**4036. Alan Solomon**

Palm Desert, CA 92261

**4037. Donna E Krause**

Palm Springs, CA 92262

As an RN, I see the results of pollution on our citizens every day. We need to protect young and old now!!



**4038. Laura Mendoza**

Palm Springs, CA 92262

Breathing is fundamental.

**4039. George Raymond**

Palm Springs, CA 92262

Electric Commercial Trucks will go a long way without polluting our air.

**4040. Charles Mayer**

Palm Springs, CA 92262

I am a nature lover and enjoy our great nation's beautiful landscapes, and I am TOTALLY against more \$\$ making polluters!

**4041. Kitty Christensen**

Palm Springs, CA 92262

I urge the South Coast Air Quality Management District Governing Board to adopt an Indirect Source Rule that prioritizes investments in zero emission vehicles and electrification. As much as we try to deny it, we really do not have many years left to make the required changes to reverse climate change. The technologies already exist to reverse climate change. But for-profit industries will not choose these new technologies without regulation from government entities. Let's demonstrate to the rest of the nation and the world that Southern California really does lead the way in tackling the huge challenge of climate change!

Even more obvious is the link to warehouses, polluted air, and childhood asthma and other chronic diseases, overly burdening communities of color. The pandemic demonstrated the severity of health disparities in our country and in this region. Passing the Indirect Source Rule is a step in the right direction of improving air quality for millions of Californians.

**4042. Stephanie Austin**

Palm Springs, CA 92262

Of course clean air is important. What other option would you choose? Breathing is essential and breathing clean air is our right.

**4043. Nicholas Zizelis**

Palm Springs, CA 92262

Take a deep breath.....a CLEAN deep breath.

**4044. Mitch M**

Palm Springs, CA 92262





# SIERRA CLUB

**4045. Kathy Strijek**

Palm Springs, CA 92262

**4046. Gordon Elkins**

Palm Springs, CA 92262

**4047. Kenneth Burnette**

Palm Springs, CA 92262

**4048. Duane Tucker**

Palm Springs, CA 92262

**4049. Clayton Blackburn**

Palm Springs, CA 92262

**4050. Julie Rice**

Palm Springs, CA 92262

**4051. Denise Janssen Eager**

Palm Springs, CA 92262

**4052. Michael D'Amico**

Palm Springs, CA 92262

**4053. David Morin**

Palm Springs, CA 92262

**4054. Patrick Fasca**

Palm Springs, CA 92262

**4055. Gary Scott**

Palm Springs, CA 92262

**4056. Erik Bahnson**

Palm Springs, CA 92262

**4057. Vito Degrigoli**

Palm Springs, CA 92262



# SIERRA CLUB

**4058. Susan LeMaster**  
Palm Springs, CA 92262

**4059. Janet Weil**  
Palm Springs, CA 92262

**4060. Luis Fuentes**  
Palm Springs, CA 92262

**4061. Sandra Garratt**  
Palm Springs, CA 92262

**4062. Sheila Cobrin**  
Palm Springs, CA 92262

**4063. Michelle Palladine**  
Palm Springs, CA 92262

**4064. George Gosselin**  
Palm Springs, CA 92262

**4065. Mitch Mellman**  
Palm Springs, CA 92262

**4066. William Spilliard**  
Palm Springs, CA 92262

**4067. Deven Khalsa**  
Palm Springs, CA 92262

**4068. Jennifer Berry**  
Palm Springs, CA 92262

**4069. Joann Durbin**  
Palm Springs, CA 92262

**4070. Oceana Collins**  
Palm Springs, CA 92262



**4071. Debra Curby**

Palm Springs, CA 92262

**4072. Dana Tillman**

Palm Springs, CA 92264

Asthma, sinusitis, copd! Just a few personal reasons my children and I would appreciate cleaning up the air.

**4073. Ruth Sinfuego**

Palm Springs, CA 92264

At minimum every human being need quality air to breathe to survive and then thrive. It is our responsibility to take the necessary steps to ensure it. The world is changing too fast n that is a high danger to all of us. You are in charge of change for the better. NIW

**4074. Abigail Jenett Winston**

Palm Springs, CA 92264

For profit companies pay for what they have to to bring their products to market. We need to make sure that environmental protection is a part of the calculation for commercial costs. Ensuring the use of zero emissions vehicles will allow us to protect our air and that the people benefiting from vehicle use are paying for it.

**4075. Thomas Forget**

Palm Springs, CA 92264

Future generations will depend on how we respond today to protect and improve our air quality.

**4076. Ivan Womboldt**

Palm Springs, CA 92264

I am struggling with Chronic bronchitis and asthma and air quality means being free of being house bound! It?s maddness that we hav to struggle with air quality

**4077. Mark Bisson**

Palm Springs, CA 92264

I live in the Coachella Valley and especially this year we are experiencing "Unhealthy Air Quality" almost daily. When I first moved here 6 years ago if wasn't like this and the air was clear and the mountain views were sharp every day. Now, there is a dirty haze most of the time and when I spend much time outside my eyes burn, my sinuses get congested. This is unacceptable and I don't want to stay here if this doesn't improve.



**4078. Maryellen Redish**

Palm Springs, CA 92264

I live in the Inland Empire and this news is really disturbing. We all want to breath clean air.

**4079. Luc Benech**

Palm Springs, CA 92264

It is very important for the our governmental agencies to protect the people from predators and polluters

Luc Benech

**4080. Sharon Strong**

Palm Springs, CA 92264

Particularly our young and old (among which, at 83, I'm one) should be free of the effects of polluted air: asthma, inhalers, red eyes, drops, sinus problems, nasal washes, coughs, antihistamines galore. The effects are constant, their treatments expensive. Please do what your description says - manage air quality. Thank you!

**4081. Jimmy Dunaway**

Palm Springs, CA 92264

So we all can breath more easily and for our children.

**4082. Doug Oostdyk**

Palm Springs, CA 92264

We must be better Stewards of Mother Earth! We need to remember that our actions will impact Future generations. For the sake of Your Children and Grand Children, etc. we Must become serious about this matter. Thank you! Peace.

**4083. Jay Rosenthal**

Palm Springs, CA 92264

We need to do something definitive about air pollution in the Los Angeles area and this is it.

**4084. Louise Hawley**

Palm Springs, CA 92264

WE NEED TO DO THIS NOW SO WE ALL HAVE CLEAN AIR TO BREATHE!

**4085. Kathleen Taggart**

PALM SPRINGS, CA 92264

**4086. Wayne Fellabaum**



# SIERRA CLUB

Palm Springs, CA 92264

**4087. Gladys Figueroa**  
Palm Springs, CA 92264

**4088. Anna Factor**  
Palm Springs, CA 92264

**4089. Max Brown**  
Palm Springs, CA 92264

**4090. Sallie Robbins-Druian**  
Palm Springs, CA 92264

**4091. Patricia Evans**  
Palm Springs, CA 92264

**4092. Tiffani Lobue**  
Palm Springs, CA 92264

**4093. Deborah Hirsch**  
Palm Springs, CA 92264

**4094. Kevin McKelvie**  
Palm Springs, CA 92264

**4095. Thomas Blom**  
Palm Springs, CA 92264

**4096. Pat Ching**  
Palm Springs, CA 92264

**4097. Peter Davies**  
Palm Springs, CA 92264

**4098. Brennan Nick**  
Palm Springs, CA 92264

**4099. Gabrielle Berlet**



Palm Springs, CA 92264

**4100. John Blanda**

Palm Springs, CA 92264

**4101. Barbara Gay**

Palm Springs, CA 92264

**4102. Robert Rippetoe**

Rancho Mirage, CA 92270

Cleaner air for all concerned is a priority.

**4103. Susan St Louis**

Rancho Mirage, CA 92270

For goodness sake, we HAVE to do something about global warming, and what better place to start than here, where we live and try to breathe! We should be pushing solar power for homes and electric cars as much as we possibly can, to reduce emissions and thereby try to mitigate climate change. California always leads on big initiatives. It's time to do it now!

**4104. Heidi Plonski**

Rancho Mirage, CA 92270

We are bombarded with less than nutritious foods, economic strain, and now we can't even breathe safely. This is careless.

**4105. Pina Kamolnick**

Rancho Mirage, CA 92270

We deserve to breathe cleaner air.

**4106. Mary Rodeberg**

Rancho Mirage, CA 92270

we have too many children suffering from asthma, in large measure due to poor air quality. This is only one reason to adopt a zero emission vehicle standard

**4107. Frances Miller**

Rancho Mirage, CA 92270

**4108. Leonor Rodriguez**

Rancho Mirage, CA 92270



# SIERRA CLUB

**4109. Noelle Eberz**

Rancho Mirage, CA 92270

**4110. Mark Cappetta**

Rancho Mirage, CA 92270

**4111. Jeff Davies**

Rancho Mirage, CA 92270

**4112. Caroline Mezrahi**

Rancho mirage, CA 92270

**4113. Kyle Mezrahi**

Rancho Mirage, CA 92270

**4114. Claudia Diandrea**

Rancho Mirage, CA 92270

**4115. Darla Anderson**

Thousand Palms, CA 92276

Clean air California...let's make it so!

**4116. Gregg Geisendorfer**

Thousand Palms, CA 92276

Time for Green New Deal, make it happen.

**4117. Jamie Bergey**

Twentynine Palms, CA 92277

My mother was born and raised in Southern California, and has told me many times about the Smog Days when she was in school, and how much the air quality has improved since she was a girl, thanks to regulation. The environmental crisis is only getting more dire, and it would be the height of foolishness to lose the progress we've already made when even that is not nearly enough. This planet is the only one we've got, and we owe it to ourselves and future generations to be good stewards.

**4118. Virginia Cusick**

Twentynine Palms, CA 92277

The only way to stop all this pollution is Community Gardens grow and buy local we need more grants for Community Gardens in all of these areas we need grants at Supply seeds fruit trees



shovels rakes water sources hoses it's the only way to stop the food insecurity since most of those trucks are carrying stuff that will end up in the dump we can't afford the food at our only store in Twentynine Palms California

**4119. Ronnie Perry**

twentynine palms, CA 92277

**4120. Kellie Gallagher**

29 Palms, CA 92277

**4121. Antonia Jones**

Whitewater, CA 92282

**4122. Antonia A J9**

Whitewater, CA 92282

**4123. Linda Colburn**

Yucca Valley, CA 92284

If we don't make big changes now, it will be too late. Prioritizing zero emission vehicles is a huge step forward that needs to happen

**4124. Renaldo Gonzalez**

Yucca Valley, CA 92284

**4125. Debra Savitt**

Yucca valley, CA 92284

**4126. Ellie Valadez**

Adelanto, CA 92301

I want better air because this makes an impact on everybody's health, all the chemicals going into the air are ruining our atmosphere.

**4127. John Jack White**

Adelanto, CA 92301

**4128. Thomas Mitchell**

Apple Valley, CA 92307

I live in the high desert where we are a rural community but with regularity we have bad air quality where Air Management states it will last for weeks. Included in their warning are issues





where we can't even have fires in fire pits, burn weeds or have campfires. Having been to China I don't want to see that quality of air in our cities and rural areas.

**4129. Sami Hashem**

Apple Valley, CA 92307

This is going to effect the younger generation. We have to make sure to do the right thing and protect our environment for all, even the deniers.

**4130. Andrea Leedberg**

Apple Valley, CA 92307

**4131. Holly Purser**

Apple Valley, CA 92307

**4132. Karen Leavitt**

Apple Valley, CA 92308

It is Important to improve the quality of our air and everything else in our environment as things are getting worse and worse.

**4133. Nancy Camello**

Apple Valley, CA 92308

This matter to me because I have a rare leukemia and what i breathe in truly matters, i am sure many people have health issues also!

**4134. Belen Alvarez**

Apple valley, CA 92308

This matters to me because of the harm it causes to human beings as well as all of the animals, that live in this beautiful earth that we call our home. We need to create a safer environment for everyone and it all starts with us.

**4135. Debi McDowell**

Barstow, CA 92311

**4136. Maria Corral**

Barstow, CA 92311

**4137. Wayne Frisbie**

Barstow, CA 92311



**4138. Tricia Mercado**

San Bernardino, CA 92313

This issue matters to me because I have a muscle disorder and my lungs and heart are very weak. Breathing this quality of air is making it worst on me.

**4139. Robert & Martha Best**

Grand Terrace, CA 92313

**4140. Randy Carroll-Bradd**

Big Bear City, CA 92314

I grew up in Orange County in the days of leaded gas and as an adult had a chest X-ray. The doctor reported that I have "quite a bit of scarring". I don't smoke.

Now I live in San Bernardino County and I see how the pollution gathers against the mountains. The smog harkens back to the bad old days.

My children live here too.

Please pay attention to our area and the poor air quality here. We need your help to make our air not just survivable-but life affirming and life sustaining.

Please, please. I'm begging you. You are the only ones with the power and authority to clean up our air.

Thank you.

**4141. Jonathan Nourok**

Big bear city, CA 92314

I had asthma growing up in the Riverside/ San Bernardino area. When I moved to the coast my asthma disappeared.

**4142. Lew Warden**

Big Bear City, CA 92314

We all must do our part.

**4143. Linda Carroll-Bradd**

Linda, CA 92314

When I drive from my mountain home to the cities in Orange County, I can see the dirty air and my eyes itch from the irritants

**4144. Teresa Bippert-Plymate**

Big Bear City, CA 92314

**4145. Cherith Kool**



Big Bear City, CA 92314

**4146. Marta Neely**

Big Bear Lake, CA 92315

It's heartbreaking to know that my 2nd grade students will likely suffer with reduced lung capacity and possibly lung disease as a result of the diesel trucks and other polluters.

**4147. Max Ryden**

BIG BEAR LAKE, CA 92315

The air quality in the Inland Empire is notorious for being BAD! I have to work down there, and much of the time when I drive "down the hill" from the San Bernardino Mountains I can't see the valley floor because the air pollution is so bad. Stop giving diesel-powered vehicles a free pass on CA smog requirements!

**4148. Carole Ness-Lira**

Big Bear Lake, CA 92315

**4149. Jacque J Holmes**

Big Bear Lake, CA 92315

**4150. Steven Cook**

Big Bear Lake, CA 92315

**4151. Marta Neely**

Big Bear Lake, CA 92315

**4152. Bryarlee Stadtler**

Big Bear Lake, CA 92315

**4153. Leslie Young**

Bloomington, CA 92316

No one should ever have to be subjected to air that causes harm. And no one should have to live with the stress of seeing their family member's health deteriorate because of unhealthy air. Clean air is a right and the South Coast Air Quality Management District Governing Board needs to do all it can to protect that right!

**4154. James Young**

Bloomington, CA 92316

s



**4155. Bertha Cortez**

Bloomington, CA 92316

**4156. Carol Kennedy**

Blue Jay, CA 92317

Please do the right thing. We all breath the same air, keep our lungs clear. Thank you.

**4157. Antonia Chianis**

Blue Jay, CA 92317

**4158. Barry Lee Santley**

Blue Jay, CA 92317

**4159. Ami Shade**

Calimesa, CA 92320

California as an influential state should be leading by example. Clean our air so our children can PLAY OUTSIDE! I can?t believe I?m asking for that. Climate change will only make this work and we need to intervene NOW.

**4160. Elizabeth Davidson**

Calimesa, CA 92320

**4161. Edith Gnasso**

Calimesa, CA 92320

**4162. Oscar Batres**

Colton, CA 92324

We must preserve the earth for the sake of our children health and future!

**4163. Maria Negrete**

Colton, CA 92324

**4164. Danny Tascione**

Colton, CA 92324

**4165. Nina Gallardo**

Colton, CA 92324



**4166. Vanessa Zamorano**

Colton, CA 92324

**4167. David Carritte**

Colton, CA 92324

**4168. Richard Eagle**

Crestline, CA 92325

Now more than ever, it is crucial for our human health, to out law and shut down every oil refinery operating in Southern California.

**4169. Carol Sonntag**

Crestline, CA 92325

The air was bad when I was a youth in the 60s and 70s, but with air pollution reduction it got better. Now we are facing even worse air on a daily basis, and we know we can reverse the trend with smarter planning. Help us breathe life giving air, not toxic fumes by adopting the indirect source rule. Thank you.

**4170. Randy Myers**

Crestline, CA 92325

**4171. Rosalie Garcia**

Crestline, CA 92325

**4172. Sheri Ann Hannigan**

Crestline, CA 92325

**4173. Sangah Lee**

Phelan, CA 92329

**4174. Bradley Winch**

Fawnskin, CA 92333

**4175. R.W. Cory**

Fontana, CA 92334

**4176. Angelina Vasquez**

Fontana, CA 92335



I do not want my daughter to grow up with health issues due to the air quality they are our future.

**4177. Roberto Ramirez**

Fontana, CA 92335

I run on the hills near a large Amazon presence here in Fontana. I can 100% tell the difference when I'm running at street elevation and even at 500 feet. It's a huge difference in air quality. Amazon prides itself on factoring in many variables and developing efficient technologies to solve complex problems. Peoples access to good air quality need to be factored into these calculations. It's not unreasonable to request this from an extremely profitable corporation.

**4178. Carole Nelson Ingram**

Fontana, CA 92335

It's getting really bad again! Please do whatever you can to improve air quality here. Like maybe all the trucks here need some zero emission work....

**4179. Bobbi Jo Chavarria**

Fontana, CA 92335

Living in a city that has expanded the logistics industry against the community's wishes and best interests, we are counting on the SCAQMD to set policy that protects us from the harmful effects of diesel trucks.

**4180. SANDRA AYALA**

Fontana, CA 92335

Safe and clean air quality, is of the utmost importance, not only for our ??????? and also to the planet.

**4181. Jennifer Perla**

Fontana, CA 92335

**4182. Andrea Eitelman**

Fontana, CA 92335

**4183. kenneth deitz**

Fontana, CA 92335

**4184. Michelle Baron**

Fontana, CA 92335



# SIERRA CLUB

**4185. Maria Blanco**

Fontana, CA 92335

**4186. Linda Hall**

Fontana, CA 92335

**4187. Kathy Curts**

Fontana, CA 92335

**4188. Erin Zavala**

Fontana, CA 92336

I am a lifelong resident of California and love to explore and enjoy our natural resources and want my children to be able to enjoy those resources for a long time to come. However, if our air is so polluted that it's dangerous to breathe and we have to stay indoors, then we won't be able to enjoy all the beauty of California. Please adopt this Rule to require more zero emission vehicles be purchased and use for all of the cargo and freight that is moved through our state. We need those jobs to stay in California, but let's find a way to do it that doesn't do further harm to our state. Thank you!

**4189. Miguel Rodriguez**

Fontana, CA 92336

It deeply saddens me that I can't even see the beautiful mountains on certain days due to the smog. It may seem as the norm now but I live really close and still can't see the beauty on a hot sunny day. Please this smog may seem as not harmful when in reality it is the exact opposite.

**4190. Lorraine Garcia**

Fontana, CA 92336

The pollution is getting worse we need to make everybody responsible to keep our air clean and save our kids future of our beautiful nature!!!

**4191. Holly Buchanan**

Fontana, CA 92336

This is such an urgent matter please respond ASAP and do what you know in your heart is the right thing!! Thank you in advance!!

**4192. Holly Buchanan**

Fontana, CA 92336

We need a zero-emissions standard! This is for our planet and all it's inhabitants! Protect our health and stop air pollution!!!



# SIERRA CLUB

**4193. Julie Braunwalder**  
Fontana, CA 92336

**4194. Christine Osbrink**  
Fontana, CA 92336

**4195. Marilu romero**  
fontana, CA 92336

**4196. Elizabeth Romero**  
fontana, CA 92336

**4197. clara romero**  
fontana, CA 92336

**4198. mary anthony**  
fontana, CA 92336

**4199. paul robinson**  
fontana, CA 92336

**4200. John Kerby**  
Fontana, CA 92336

**4201. james kawamura**  
fontana, CA 92336

**4202. Lisa Meyer**  
Fontana, CA 92336

**4203. Roel Zamora**  
Fontana, CA 92336

**4204. Mirca Sanchez**  
Fontana, CA 92336

**4205. Yvonne Zaher**  
Fontana, CA 92336





# SIERRA CLUB

**4206. Ralph Bocchefft**

Fontana, CA 92337

I live in a residential in south fontana. They demolished single family homes and cut down large trees. In its place have built millions of square feet of warehouse space. They are adjacent to 2 high schools, a church and next to thousands of homes. We need to go EV as soon as possible. Exposure to air pollution damages our lungs which makes us more prone to get covid-19 or have more serious results.

**4207. Albert Utzig**

Fontana, CA 92337

I live in Fontana, surrounded by new, huge warehouses. Thousands of trucks now move through here every day. Our families need to breathe clean air every day.

**4208. Ralph Bocchetti**

Fontana, CA 92337

**4209. Charles Warner**

Fontana, CA 92337

**4210. Deb Gisvold**

Fontana, CA 92337

**4211. Anais Franco**

Fontana, CA 92337

**4212. Heidi Funk**

Fontana, CA 92337

**4213. Nancy Torres**

Fontana, CA 92337

**4214. Jeff Lambeth**

Green Valley Lake, CA 92341

**4215. Tammy Faite**

Hesperia, CA 92344

**4216. William Villa**



# SIERRA CLUB

HESPERIA, CA 92345

**4217. Colleen Magana**

Hesperia, CA 92345

**4218. Samuel Rodriguez**

Highland, CA 92346

I want to trust the air I breathe.

**4219. Kali Krishnan**

Highland, CA 92346

Please keep our air clean!

**4220. Angie Balderas**

Highland, CA 92346

**4221. Linda Albarran**

Highland, CA 92346

**4222. Michael Crane**

Highland, CA 92346

**4223. Nicholas Hermosillo**

Highland, CA 92346

**4224. Odin Contreras**

San Bernardino, CA 92346

**4225. David Lloyd**

Highland, CA 92346

**4226. Sandra Hosch**

Highland, CA 92346

**4227. Susan Walker**

Lk. Arrowhead, CA 92352

We need clean air for vulnerable citizens like babies and the elderly.

**4228. Rochelle Davidsohn**



Lake Arrowhead, CA 92352

We should be able to breathe clean air and not hold our breathe everytime a gross polluting vehicle passes by or a diesel engine. We should be able to enjoy the outdoors and nature as intended. We should be able to open our bedroom, kitchen or living room window without hazardous toxic pollutants pouring in when an auto passes by. Please help make living refreshing again, with a breath of fresh air. Thank You.

**4229. Margarete Woodard**

Lake Arrowhead, CA 92352

**4230. Sandy Espe**

Lk Arrowhead, CA 92352

**4231. Elizabeth Gann**

Lake Arrowhead, CA 92352

**4232. Paul Van De Riet**

Lake Arrowhead, CA 92352

**4233. Jeannie Lamb**

LomaLinda, CA 92354

Dear lawmaker

When I was a young girl my father was a pilot and they had to make instrument landings in Riverside California because the smoke was so thick please don?t return us to this time or we can never see the mountains, people are getting lung cancer because of pollution in the air. Please stop the corporations from polluting, let?s bring more electric cars on our road in Southern California thank you.

When I was a young girl my father was a pilot and they had to make instrument landings in Riverside California because the smog was so sick please don?t return us to this time we can never see the mountains, people are getting lung cancer because of pollution in the air. Please stop the corporations from polluting, let?s bring more electric cars on our road in Southern California thank you. Sincerely  
Jeannie Lamb

**4234. Darla Jeske**

Loma Linda, CA 92354

We must work together to solve the problem.

**4235. Howardine Boehm**



# SIERRA CLUB

Loma Linda, CA 92354

**4236. Vincent Fonseca**

Loma Linda, CA 92354

**4237. Faras Hatamleh**

Loma Linda, CA 92354

**4238. Michelle Walsh**

Mentone, CA 92359

Having clean air is crucial and should not be politicized!!!

**4239. Susan Bally**

Mentone, CA 92359

**4240. Robert Smith**

Phelan, CA 92371

Carbon monoxide poisoning kills all life...

**4241. Mary Kathryn Rodarte**

Phelan, CA 92371

I was born and raised in SoCal 73 years ago. I watched smog get worse and worse. I watched the first air control measures go into affect. We need to keep pushing As kipwe can't live without clean air.

**4242. Barbara Marrs**

Phelan, CA 92371

**4243. Maryann Tittle**

Phelan, CA 92371

**4244. Elvia Hernandez**

Phelan, CA 92371

**4245. Zachary Walton**

Phelan, CA 92371

**4246. Scott Brown**

Scott, CA 92372



**4247. Priya Vedula**

Redlands, CA 92373

Clean Air impacts every facet of our lives, from health to the economy. Investing in measure to ensure Clean Air is not just a way to protect our residents' bodies, it's a way to protect our future workforce. Please support these initiatives!

**4248. Lori Waltman**

Redlands, CA 92373

Everyone deserves to breathe clean and healthy air.

**4249. Wendy Wallace**

Redlands, CA 92373

I have an asthma, so clean air is VERY important to me and my family! Please help!

**4250. Yadi Maman**

Redlands, CA 92373

I Have asthma and clean air is important for me

**4251. Kathi Scarpace**

Redlands, CA 92373

I live in the IE. That place where trucks thunder through day and night with their particles and packages. Poor IE. Not rich enough to influence politics, too poor to object to the traffic. You need us but do you need to kill us with pollution?

**4252. Edward Ferrari**

Redlands, CA 92373

I moved to Southern California from the United Kingdom in 2014 and I had never imagined it would have the air quality of a third world country.

**4253. Jonathan Baty**

Redlands, CA 92373

My family has suffered so much from dirty air in the Inland Empire it is time for real solutions not lipstick on a polluting pig.

**4254. Wendy Wallace**

Redlands, CA 92373

Please please please help us keep our air clean by adopting ISR & zero emissions!!



# SIERRA CLUB

**4255. Douglas Steeples**

Redlands, CA 92373

Poor air quality contributed directly to my father's death as early as 1967. It was also a major consideration in my taking employment in other states and retirement, 1963-2016. There is clear evidence in thousands of cases that the experience of my family was not unusual. We must do everything possible not merely to maintain the quality of the air that we breathe, but to improve it as much as possible as quickly as possible.

**4256. nancy blastos**

Redlands, CA 92373

We deserve clean air. It is a human right not a corporate asset to enrich themselves.

**4257. Les Greenberg**

Redlands, CA 92373

We need clean air in the Inland Empire.

**4258. Mark Kumler**

Redlands, CA 92373

We should all drive electric cars!

**4259. Arthur Gregory**

Redlands, CA 92373

Zero emission vehicles are best for our environment!

**4260. Maryanne Ashton**

Redlands, CA 92373

**4261. Grace Bushong**

Redlands, CA 92373

**4262. Paul Bechtel**

Redlands, CA 92373

**4263. Jessica Padilla**

Redlands, CA 92373

**4264. Helen Webb**

Redlands, CA 92373



# SIERRA CLUB

**4265. Heather Nichol**

Redlands, CA 92373

**4266. Marisa Crouch**

Redlands, CA 92373

**4267. Roger Hedlund**

Redlands, CA 92373

**4268. Christina Downey**

Redlands, CA 92373

**4269. Carol Lynne Eyster**

Redlands, CA 92373

**4270. Andrea Dixon**

Redlands, CA 92373

**4271. Geoffrey L**

Redlands, CA 92373

**4272. Jeff Peyton**

Redlands, CA 92373

**4273. Carol Eyster**

Redlands, CA 92373

**4274. Julia Vega**

Redlands, CA 92373

**4275. Loren Smith**

Redlands, CA 92373

**4276. Rev Gregory Yaroslow**

Redlands, CA 92373

**4277. Patricia Ashton**

Redlands, CA 92373



**4278. Gabriel Van Praag**

Redlands, CA 92373

**4279. Anna Jaiswal**

Redlands, CA 92373

**4280. Abigail Doll**

Redlands, CA 92373

**4281. Graham Ohayon**

Redlands, CA 92373

**4282. Maryjo Morris**

Redlands, CA 92374

I climb a Mountain peak every weekend, getting above the smog. When I look over the inland empire's blanket of brown air, I fear for all of us. We need clean air?

**4283. Cindy Grayson**

Redlands, CA 92374

I remember when SCAQMD used to work for the people who have to breathe this air. For many years they did great work and made truly visible improvements in the air quality here in Southern California. Please, get back to work!!

**4284. Maryjean Stevenson**

Redlands, CA 92374

This could have an impact on health in our region, and cost billions in upper respiratory diseases.

**4285. Michael Peterson**

Redlands, CA 92374

Typically, when the air quality is at it's worst we can't see our beautiful and stoic mountains in the Inland Empire. My family and I sadly refer to it as a "White Out." The haze and smog are so dense its as if a white shroud covers the sky and you can't see the horizon five or so miles away. LA and Orange County may have more drivers but shipping and hauling comes out to the Inland Empire and goes out from the IE once it is stored, counted and shipped. We are in a great age of technology when clean air vehicles are possible NOW. I am for spending the money now to obtain new and cleaner vehicles or update the current vehicles to be cleaner; the very vehicles that ship and deliver our goods. These vehicles and their emissions are harming and even killing





us. Its time to be proactive and be more health conscious. Thank you for your time and consideration.

**4286. Rita Bramhall**  
Redlands, CA 92374

**4287. Jeanette Varsik**  
Redlands, CA 92374

**4288. Richard Tully**  
Redlands, CA 92374

**4289. Benjamin Holland**  
Redlands, CA 92374

**4290. Raquel Brac**  
Redlands, CA 92374

**4291. Murray Hawkins**  
Redlands, CA 92374

**4292. James Bartley**  
Redlands, CA 92375

**4293. Salvador Sanchez**  
Rialto, CA 92376  
Come together and live healthy.

**4294. Linda Butler**  
Rialto, CA 92376  
I'm 71 years old and relatively healthy for my age. I'm tired of these big electric companies getting away with blocking clean air progress. They do whatever they can to continue making their profits and ignoring the needs and wants of the people. There's no need for this continued suffering. Clean air because of clean energy is necessary but greed is not.

**4295. Gerardo Carrillo**  
Rialto, CA 92376  
This is our future we are risking, we need to ensure we are able to provide those after us a decent life. Please.



# SIERRA CLUB

**4296. Donna Woodhams**

Rialto, CA 92376

**4297. ELENA Medona**

Rialto, CA 92376

**4298. Pamela Lacey**

Rialto, CA 92376

**4299. Eli K**

Rialto, CA 92376

**4300. Marilyn Platt**

RIALTO, CA 92376

**4301. Julianna Hernandez**

Rialto, CA 92376

**4302. Jacklyn L**

Rialto, CA 92376

**4303. Jossy Zamora**

Rialto, CA 92376

**4304. Wendy V**

Rialto, CA 92376

**4305. Rebecca Steelman**

Rialto, CA 92376

**4306. Yasmin Saavedra**

Rialto, CA 92377

All man kind has the RIGHT to breath pristine air. We have so much to worry about in what?s happening around the world, let?s at least not worry about this in which reality is really scary.

**4307. Margaret Gooding**

Rialto, CA 92377

We have a right to clean, breathable air.



**4308. Jeff Brent**

Rialto, CA 92377

**4309. Andrew Basile**

Running Springs, CA 92382

Ground-level ozone resulting from fossil fuel combustion has a direct and negative impact on citizens of SoCal's inland and mountain areas, which often experience unhealthy ozone levels. This affects my family. We have a young son with asthma, and on a far-too-frequent basis, we can smell the excess ozone in the air. We need stronger measures to switch commercial and personal vehicles to zero emission technologies, particularly battery electric.

**4310. Vicki Smith**

Running Springs, CA 92382

We need cleaner air, and stronger emissions restrictions

**4311. Luann Tauchman**

Running Springs, CA 92382

**4312. Sandy Mishodek**

Running Springs, CA 92382

**4313. David Sarricks**

Running Springs, CA 92382

**4314. Donald Fischer**

Running Springs, CA 92382

**4315. Carol Blaney**

Running Springs, CA 92382

**4316. Nancy Tyrrell**

Sugarloaf, CA 92386

**4317. Cynthia Simonian**

Victorville, CA 92392

Having taught in a CA school district in the Central Valley that had multiple "purple flag" and "red flag" days for car/truck air pollution, when kids couldn't go outside to play, I strongly



support stronger emissions and air pollution standards for our region as well. Please help protect our most vulnerable people from toxic pollution.

**4318. Cheryl Pruitt**

Victorville, CA 92392

With schools of choice and charter school (which usually don't provide transportation, you should see the lines of cars running while they wait in line (and even when they are parked). We need better standards for our vehicles.

**4319. Betty Chavez**

Victorville, CA 92392

**4320. Kathryn Meyers**

Victorville, CA 92394

The air quality in So Cal has always been a very important issue for me. As a child I grew up with asthma and allergies and the severity of it was directly related to the level of air pollution on any given day. I passed these illnesses on to my children and they to their children. Both of my kids were significantly affected, spending countless hours in hospital emergency rooms trying to control severe and often debilitating asthma attacks. The more pollution in the air the more severe the attack. They spent many hours inside, playing quietly with minimal exertion so as not to exacerbate their illness. Not much has changed in 40 years in relation to the air quality and illnesses that are triggered by same. It's past time to find real solutions to this problem so future generations do not have to suffer.

**4321. Erick Torres**

Erick, CA 92394

**4322. Pam Salazar**

Victorville, CA 92394

**4323. Stacey Gold**

victorville, CA 92394

**4324. Blanca Rodriguez**

Victorville, CA 92395

**4325. Jeff Mitchell**

Wrightwood, CA 92397



**4326. Devin Cohen**

Yucaipa, CA 92399

Any attempt to transition away from carbon based transport, or at least incentivize consumers and automakers to make the transition, would probably be good public policy and start chipping away at this massive problem.

**4327. Norman Stanley**

Yucaipa, CA 92399

Contrary to industry claims, a significant share of warehouse jobs are temporary, low-wage, dangerous, and lack needed health insurance.

The warehouse ISR would bolster demand for quality jobs in green energy, transportation, and manufacturing by encouraging the installation of electric vehicle charging infrastructure and on-site solar panels and the manufacturing of electric vehicles.

**4328. Debra Mummy**

YUCAIPA, CA 92399

I grew up in Fontana under the pollution of Kaiser Steel Mill. As a senior, I now suffer from Asthma and have been diagnosed with COPD. Myself, my sibling, and previously deceased family members who lived there, suffer still. Our only hope to breathe freely is through legislation, please vote appropriately for futur generations.

**4329. Chris Campbell**

Yucaipa, CA 92399

Our Air quality is huge to both our future, and our kids. Please please pass these laws

**4330. Sara Cooper**

Yucaipa, CA 92399

Please help us continue to value our environment by securing laws that remind abusers of their damage.

**4331. Dimitri Stoupis**

Yucaipa, CA 92399

S CA is home to over 20,000,000 residents. There are tens of thousands of idlers who poison our air, yet law enforcement says: -IT IS NOT ILLEGITIMATE! Your 3,000 goal sounds like a bad irony. Any brighter idea?

**4332. Cynthia Patterson**

Yucaipa, CA 92399



# SIERRA CLUB

The air pollution in this area was better for awhile. Now it feels worse again. I have asthma. Clean air is important. And it looks so ugly. I want to be able to clearly see our beautiful mountains

**4333. Laurie Mitchell**

Yucaipa, CA 92399

This issue is important on so many levels, from our environment, trees that sustain our lives and wildlife that must endure our air and water. On a personal note, my Dad was a severe asthmatic, that was passed to my sister & nephew, and to 2 of my 5 children, and now 4 of my grandchildren. My family's life depends on clean air, literally. I also suffer from asthma but not on a daily basis, just when I am ill, or am exposed to environmental stressors, such as chemicals, or smog. Although my family members have daily medicine & inhalers, I do not, and this recently impacted my ability to breathe. I am a legal professional and as such I appear at court venues all over southern California. We are fortunate to live in an area of Southern California that does not wake up to smog, however the sea breeze brings it in on bad days, in the afternoon. I was appearing in the OC area last week & literally could not catch my breath, I was lucky to know someone who had asthma inhaler. What if I hadn't?

**4334. Steve Loe**

Yucaipa, CA 92399

We have lived in the Inland Empire for 40 years and part of the reason we stayed when other families left was the air getting cleaner. When we came for work in the late 1970s, we could not see the mountains much of the summer and the air smelled bad and was unhealthy. Over the next decades we cleaned up the air and it was wonderful here. This last two summers have been the worst in several decades and the mountains are often only grey hidden images. It is so sad.

**4335. Jess Graffell**

Yucaipa, CA 92399

**4336. Herbert C. ZIEGLER**

Yucaipa, CA 92399

**4337. Heather Riter**

Yucaipa, CA 92399

**4338. Herbert C. ZIEGLER**

Yucaipa, CA 92399



# SIERRA CLUB

**4339. Marilyn Martin**

Yucaipa, CA 92399

**4340. Cynthia Husten**

Yucaipa, CA 92399

**4341. Herbert Ziegler**

Yucaipa, CA 92399

**4342. Amanda Cavicchi**

Yucaipa, CA 92399

**4343. Jill Walker**

Yucaipa, CA 92399

**4344. Brian Hassler**

Yucaipa, CA 92399

**4345. Nancy Hotaling**

San Bernardino, CA 92402

**4346. Kelly Carter**

San Bernardino, CA 92404

Also repeal gas tax and stop punishing people by disallowing NGV etc to no longer drive un car pool lane. Also go vegan bc Big ag is responsible for destruction of ozone and use of lots of water

**4347. Monserrate Angeles**

San Bernardino, CA 92404

My family suffers from asthma, such as sharp pains on our chest. We have been living in San Bernardino for 29 years. No other immediate family member suffers from asthma, and that's because they don't live in San Bernardino. They live in Colorado.

**4348. Mona Harnish**

San Bernardino, CA 92404

Our air was clean for a few years, now the smog is back. We need to reverse this before people's health is adversely affected

**4349. Jody Isenberg**



San Bernardino, CA 92404

This is crucial to the health and well being of everyone in SoCal. Please protect us by protecting the air we breathe.

**4350. James Albert**

San Bernardino, CA 92404

**4351. Jane McGraw**

San Bernardino, CA 92404

**4352. Carolyn Leonard**

San Bernardino, CA 92404

**4353. Steven Lamers**

San Bernardino, CA 92404

**4354. Genesis Olsen**

San Bernardino, CA 92404

**4355. Mary Anderson**

San Bernardino, CA 92404

**4356. Priscilla Lasby**

SAN BERNARDINO, CA 92405

My family suffers from sinus problems for as far I can remember and I want it to end already but the air quality says otherwise. We don't have money to move nor do I want to move but some days the smog is so thick that I cannot see the mountains in the valley I'm in. Please at least issue clean vehicles so my home won't be poisoned no more.

**4357. Samantha Lopez**

San Bernardino, CA 92405

We need to stop the deterioration of the ozone and the earth in general. This rule would help California with the smog, and every little bit helps. It's getting harder and harder to breathe out here.

**4358. Drew Feldmann**

San Bernardino, CA 92405

**4359. Modell Mcentire**





San Bernardino, CA 92405

**4360. Cesar Magana**

San Bernardino, CA 92405

**4361. Roberto Tarin**

San Bernardino, CA 92407

Please help stop the pollution, keep our air clean, so not only we can breath it, but our children's, children can breath it!

**4362. Brittany Brelle**

San Bernardino, CA 92407

The data does not lie. We must take action right now for the sustainability of the future. I have had the honor to live in this amazing state my whole life and I only want to better it with environmental consciousness. Please consider adopting a strong Indirect Source Rule that puts investments in zero emission vehicles and electrification at the forefront of the rule.

**4363. Alex Velasco**

San Bernardino, CA 92407

This issue matters to me because I'm a resident in the inland empire and I see it with my own eyes how big of an issue this is to my health and to the future generations.

**4364. Cindy Velasquez**

San Bernardino, CA 92407

We need to stop prioritizing the profits of companies over the lives of people. Things need to change before it's too late and we are faced with even more irreparable environmental damage.

**4365. Leonel Ruvalcaba**

San Bernardino, CA 92407

**4366. Monica Soto**

San Bernardino, CA 92407

**4367. Ernesto Marques**

San Bernardino, CA 92407

**4368. Alberto Tovar**

San Bernardino, CA 92407



# SIERRA CLUB

**4369. Joshua Rodarte**

San Bernardino, CA 92407

**4370. Carla Haim**

San Bernardino, CA 92407

**4371. Lisa Cundle**

San Bernardino, CA 92407

**4372. Arliss Coleman**

San Bernardino, CA 92407

**4373. Matthew Sanker**

San Bernardino, CA 92408

I don't want to develop respiratory problems even if I steer clear of smoking just because the quality of air we breathe is tainted by harmful toxins of industrialized businesses who are putting profit in front of ethics and ecology.

**4374. Carla Eastman**

San Bernardino, CA 92408

In addition to the constant construction stin and roadwork the air is worse. Help us clean it up.  
Carla

**4375. Gayle Foster**

San Bernardino, CA 92408

**4376. Silvia Mungia**

San bernardino, CA 92410

I would like to breathe cleaner air we need to invest in zero emission vehicles and trucks like electrical trucks enough is enough!! We all deserve cleaner healthier air!!!! For all the future generations to com

**4377. Vanessa Cuarenta**

San Bernardino, CA 92410

**4378. Kelly Garrett**

San Bernardino, CA 92410



**4379. Desiree Maciel**

San Bernardino, CA 92411

For my daughter and our future generations.

**4380. Arthur Medrano**

San Bernardino, CA 92411

**4381. Stephanie Liggins**

San Bernardino, CA 92413

**4382. Larry Fish**

Riverside, CA 92501

I grew up in the LA Basin breathing terrible smog. It is better now but seems to be getting worse again

**4383. Marla Armstrong**

Riverside, CA 92501

I want my great grandbabies to be able to breath fresh air not polluted air

**4384. Martha Kazlo**

Riverside, CA 92501

I want to live a long time! I need cleaner air!

**4385. James Rasco**

Riverside, CA 92501

My family and I have done what we think we can to reduce waste and contribute to all of us having to use o u r lungs less as a filter. We are challenged when the efficiency of utilizing are electric vehicles is undermined with broken charging stations, inadequate locations, poorly priced incentives to detour over utilization or all in usedue to demand even with the low number of electric vehicles on the road. Additionally the cheaters in the carpool lane reduce potential enticement for others to procure their own electric vehicles. We seek to maximize use of electricity at night during low utilization. Walk, bicycle and consolidate car trips. What can you do to create greater synergy with us

**4386. Nisa Wallace**

Riverside, CA 92501

We need to continue to care about the good quality of the air we breathe for all of us and all other creatures.



**4387. Paulette Willis**

Riverside, CA 92501

**4388. Tom Wyman**

Riverside, CA 92501

**4389. Fiona Ryan**

Riverside, CA 92501

**4390. Marie Burns Holzer**

Riverside, CA 92501

**4391. Victoria Schumacher**

Riverside, CA 92503

Air quality has a direct impact on the return of asthma to my life. Not having asthma since I was a child, I now have to seek medical care for it since moving to Riverside, It affects my daily actions, from staying indoors with the windows shut to taking steroids so I can breath. It affects my ability to be active and can isolate me. For those suffering with lung disease, it can cause a life threatening event. It is especially hard on the very young & old. Quality air is needed for all. Please enforce clean air measures.~ Victoria Schumacher

**4392. Toby Aronson**

Riverside, CA 92503

Breathing clean air should be a priority.

**4393. Christine Lampe**

Riverside, CA 92503

Clean air is important for our children, and for everyone's health. As a child back in the 60s I remember days that were so smoggy my mother couldn't even see well enough to drive because her eyes were tearing up. We've made good progress ... let's keep it up.

**4394. Robert Davis**

Riverside, CA 92503

I

**4395. Leah Friend**

Riverside, CA 92503

My husband's asthma has become so much worse in the last 5 years. And he gets one respiratory infection after another.



**4396. Deniece McQuillan**

Riverside, CA 92503

Please make the right decision for our children's children futures.

**4397. Julie Alian**

Riverside, CA 92503

**4398. Steven Korson**

Riverside, CA 92503

**4399. Robin Barnes**

Riverside, CA 92503

**4400. Karl Fromuth**

Riverside, CA 92503

**4401. Jennie Boner**

Riverside, CA 92503

**4402. Lauren Holloway**

Riverside, CA 92503

**4403. Monica Gallegos**

Riverside, CA 92503

**4404. Andrea Brown**

Riverside, CA 92503

**4405. Peter Homyak**

Riverside, CA 92503

**4406. Supporter Unknown**

Riverside, CA 92503

**4407. Margaret Bousman**

Riverside, CA 92503

**4408. Gabriela Mendez**



Riverside, CA 92503

**4409. Bernadette Archibald**

Riverside, CA 92503

**4410. Joseph Guilin**

Riverside, CA 92503

**4411. Mareth Meliora Sapiens**

Riverside, CA 92504

Clean Air in SoCal Is Possible

**4412. Hannah Dunkel**

Riverside, CA 92504

I am very passionate about air quality because it affects everyone no matter how you choose to live your life. There?s the people who are considerate of what they eat and of their toxic load while there?s people who couldn?t give a care in the world about how they affect themselves or the environment. I would do anything I could to help lower the bad air quality in our environment because I believe that one person can make a huge impact!

**4413. Sharon Kidwell**

Riverside, CA 92504

I and many others of my generation grew up dealing with respiratory problems due to Southern California's notorious air pollution. Future generations shouldn't have to make that sacrifice in order to call SoCal home.

**4414. Michelle Vigil**

Riverside, CA 92504

I want to breathe clean air..I want my children breathing clean air and I want my grandchildren breathing clean air..it is our right..

**4415. Ted Krug**

Riverside, CA 92504

**4416. Paul Chavez**

Riverside, CA 92504

**4417. Jonathan Fait**

Riverside, CA 92504



# SIERRA CLUB

**4418. Rj Alexander**  
Riverside, CA 92504

**4419. Karen Jakpor**  
Riverside, CA 92504

**4420. Carol Payton**  
Riverside, CA 92504

**4421. Diane Mills**  
Riverside, CA 92504

**4422. Briana Wilcox**  
Riverside, CA 92505

I don't want any more kids to grow up with air that burns your lungs whenever you walk- the way that I grew up!

**4423. Sharon Luther**  
Riverside, CA 92505

We have to take steps now to make a difference for the future.

**4424. James Martinez**  
Riverside, CA 92505

When electric vehicles are clean with zero-emissions they are investment for the future of our economy as well as our planet!

**4425. Sarah McKofka**  
Riverside, CA 92505

**4426. Deanna Doull**  
Riverside, CA 92505

**4427. Kimberly Feiler**  
Riverside, CA 92505

**4428. Abraham Oboruemuh**  
Riverside, CA 92505



**4429. Steven Silva**  
Riverside, CA 92505

**4430. Audray Johnson**  
Riverside, CA 92505

**4431. Jon Foste**  
Riverside, CA 92506  
All New Transfer Trucks/ Vehicles Must  
Be electric that moves cargo in the Moreno Valley/ Riverside Ca area!

**4432. Jessie Parks**  
Riverside, CA 92506  
As a student and youth climate activist that has been involved in The ZeroHour Movement, a movement dedicated to combating climate change, I believe it is critical that our economy and schools invest in clean energy and clean transportation. In recent years, several warehouses have been under construction just a couple of miles away from my campus of 600 students. The seemingly never-ending construction has produced toxic, smog infused air that has invaded me and my classmates' lungs. Everyday activities such as walking to our next period class or attending after-school sports practice have become more of a burden instead of an opportunity for personal and academic GROWTH! The South Coast Air Quality Management District Governing Board can eliminate the POISONING of students and DRAMATICALLY decrease the number of fatalities caused by our horrendous air quality, by supporting a strong indirect sources rule!

**4433. Sari Fordham**  
Riverside, CA 92506  
Clean air is so important--and all those polluting trucks are also contributing to climate change. This is very worrisome.

**4434. Peggy Haught**  
Riverside, CA 92506  
I have family, enough said

**4435. Rebecca Mapstone Lake**  
Riverside, CA 92506  
I live in Riverside and with the cap and trade policies of years past, corporations were allowed to pollute if they payed for more trains and more tracks and other environmental improvements of our infrastructure but none of that cap and trade money went to address the





worsening of the air quality for the last 4 years from 95 bad days to 132 bad days in Riverside and surrounding areas. The AQMD is proposing a 1/2 cent sales tax increase to fund zero emission cars, trucks, and cargo equipment and I'm all for this because zero emission cars trucks and cargo equipment will help Riverside's air quality.

**4436. Mahmoud Sadeghi**

Riverside, CA 92506

I support zero emission trucks because the pollution from truck industry is adding up to our air pollution continuously and especially I am concerned with the particulate matters (PM 10, PM 2.5) associated with diesel fuel that is very dangerous to our health. Thanks for adopting indirect source rule that reign in emissions from cargo equipments including heavy duty vehicles, distribution centers, ports, airports and rail yards

**4437. Jose Andalon**

Riverside, CA 92506

Keeping clean Air ... or Humanity will end real soon !

**4438. Bryan Bradford**

Riverside, CA 92506

Studies have shown the substantial negative effects of poor air quality on children's health, both in the short term and long. I don't believe in child abuse, and I hope you don't as well.

**4439. Logan Webb**

Riverside, CA 92506

Think about the children who are going to be living in these awful conditions. Don't we want our children to live a better life than us?

**4440. Peggy McLeod**

Riverside, CA 92506

This issue is important to me because we are raising our children in a polluted environment! We need to work together to clean it up! My mom died of emphysema and it is terrible! Our health and the health of our kids is all that matters!!!

**4441. Daniel Goldberg**

Riverside, CA 92506

**4442. Peter Champany**

Riverside, CA 92506



# SIERRA CLUB

**4443. Carolann Johnson**

Riverside, CA 92506

**4444. Mark Hanisee**

Riverside, CA 92506

**4445. Susan Watts**

Riverside, CA 92506

**4446. Yvonne Flagg**

Riverside, CA 92506

**4447. Julie Weatherford**

Riverside, CA 92506

**4448. Sue Struthers**

Riverside, CA 92506

**4449. Denise Couey**

Riverside, CA 92506

**4450. Madison Hales**

Riverside, CA 92506

**4451. Linda Sherman Nurick**

Riverside, CA 92506

**4452. Andrea Kimbirk**

Riverside, CA 92506

**4453. Laura Zschoche**

Riverside, CA 92506

**4454. Tina Khorram**

Riverside, CA 92506

**4455. Miriam De La Cruz**

Riverside, CA 92507



Because I really want my kids, her generations and next generation to be able to live as long as possible. Obviously, it is important to take really good care of this precious earth we are currently living on.

**4456. Constance Carbonell**

Riverside, CA 92507

I have been working in the field of education and in architectural design solutions for the better part of my adult life. We as a country have the resources and the means to lead the world in exploiting natural resources in a way that enhances and improves every life in the US as well as the world. Thank you for your leadership and creating the impetus for others to follow!

**4457. Edith Allen**

Riverside, CA 92507

I have lived in Riverside since 1993 and saw air quality improve over 15-20 years, but it is gradually becoming poorer again. Growing international trade is causing increased trucking traffic and pollution. Only regulatory action can reverse the trend in poor air quality.

**4458. Bonnie Werner**

Riverside, CA 92507

I have watched the positive impact of strict regulations on air and water quality over the last 45 years. With the increase in population and less vigilance in recent years our air quality ahas decreases significantly. The technology has been available for years, so we seem to be too stupid and tightfisted to look at what our future looks like. Since we were not proactive, we need to take immediate action to turn our bad behavior around. Our state needs to step up and be a positive influence on the rest of our nation. Please do what's best for our future and the future of our planet.

**4459. Gaby Delfin**

Riverside, CA 92507

I suffer from allergies and asthma, my children have allergies as well and the smog and pollution contribute to our allergies and over all health. It?s bad enough I live right next to the train. Please take this petition into consideration and to preserve our future, our children?s future.

**4460. Harry Knapp**

Riverside, CA 92507

I think smaller but more frequent buses would increase bus usage and reduce auto traffic.

**4461. Judy Lee**



Riverside, CA 92507

In order for us to benefit from better air quality than we have now, we must work on solutions together, solutions that involve all of our participation and not favor those who contribute to the problems. No more kicking the can down the road; no more two steps forward, three steps back.

**4462. Anthony Crain**

Riverside, CA 92507

Or even better Microlocal edible ecosystems @ livingflorabuildings.blogspot.com... Veganic Edens...Eden Earths

**4463. Rose Cook**

Riverside, CA 92507

Poor air quality is an immediate and long term public health issue. As a resident of Riverside County, I am deeply concerned about the health impacts of air pollution on my own health and that of my family and community. I am also very concerned about the looming and devastating impacts of unremitted climate change. We must act now to use every tool available to prevent such a catastrophe.

**4464. Marlyss Whitaker**

Riverside, CA 92507

The air is just unhealthy to breathe. I know the Trump administration rolled back emissions and We need them !

**4465. Fernando Lopez**

Riverside, CA 92507

This issue is important to me because two of my younger siblings (11-year-old sister and 2-year-old sister) and myself (21) suffer from asthma and the amount of pollution in the air regulates how hard our bodies have to work for us to breathe. The smog and pollutants make daily activities, like walking the dog so difficult for us to accomplish. Please make the move towards clean renewable energies that do not cause heavy air pollution.

**4466. Gaby Delfin**

Riverside, CA 92507

This issue matters to me because I'm a mother of two, I have bad allergies and currently need an inhaler, either this changes or I will be forced to move out of the inland empire

**4467. Anthony Crain**

riverside, CA 92507



Vegan Eden...Eden Earth  
[Livingflorabuildings.blogspot.com](http://Livingflorabuildings.blogspot.com)

**4468. Anthony Crain**

Riverside, CA 92507

Vegan Eden...Eden Earth.

[Livingflorabuildings.blogspot.com](http://Livingflorabuildings.blogspot.com)

**4469. Aimee Hutson**

Riverside, CA 92507

When I would work outside for my job. It was hard to breathe and I could feel myself dying a little every day. The smog in the air is just way too strong. There is scientific proof that with lots of smog you simply live less. I'd like to make it to at least in my 60s, but if the air keeps getting worse we are going to die in our 30s. It makes no sense why we should be regressing. This is the age of technology. We should be able to fix this problem!

**4470. Megan James**

Riverside, CA 92507

**4471. Constance Claire Carbonell**

Riverside, CA 92507

**4472. Christina Gregory**

Riverside, CA 92507

**4473. Mason Innumerable**

Riverside, CA 92507

**4474. Jessica Macmillan**

Riverside, CA 92507

**4475. Curtis Marantz**

Riverside, CA 92507

**4476. Yassi Kavezade**

Riverside, CA 92507

**4477. Constance Carbonell**

Riverside, CA 92507



# SIERRA CLUB

**4478. Jane Block**

Riverside, CA 92507

**4479. Diana Ruiz**

Riverside, CA 92507

**4480. Jordan Donohue**

Riverside, CA 92507

**4481. Amanda Cate**

Riverside, CA 92508

I remember in high school hearing that just by living in Riverside my lungs are as damaged as that of a smoker. That really effected me since all my friends and my immediate family all live here. I really want this to be a safe place for people to live. Please consider this for a higher air quality for all the people who live here.

**4482. Vicky Kakalia**

Riverside, CA 92508

Residents of inland valley for 20+ years. I want to have have my grandkids to have have better.

**4483. Dana Anderson**

Riverside, CA 92508

So Cal kids are at risk!

**4484. Joanne Bergen**

Riverside, CA 92508

**4485. Amanda Hoffert**

Riverside, CA 92508

**4486. Tasha Orshoff**

Riverside, CA 92508

**4487. Dania DeRamon**

Jurupa Valley, CA 92509

I live in a community that is heavily overburdened with pollution. We deserve clean air now!!

**4488. Marisol Olmos**



Riverside, CA 92509

I'm taking big strides to ensure that my choices don't impact my environment and I want to make sure that the money I spend goes to companies and business that also care for the same. In doing so I want to ensure that my the air management district uphold its duty in its role for protecting the air we breath and maintaining standards that keep it clean and healthy.

**4489. Dania De Ramon**

Jurupa Valley, CA 92509

I'm tired of seeing all the smog in the air. I want to be able to breathe air without being worried about my health. The AQMD needs to step up?we need a strong ISR NOW!

**4490. Sybil Gaytan-Crumby**

Riverside, CA 92509

It's killing us. Please help us solve this life threatening problem.

**4491. Monica Ramblas**

Jurupa Valley, CA 92509

My mom is suffering from ghost smells which is a symptom of bacterial infection in the part of her brain that controls the senses. Which is made worse by the chemicals she smells from pollution in Riverside, CA where most of our smog come towards us from the west because of the wind. We can plant air cleaning bushes along our freeways to shield residents from pollution. As well as turn our cars and electricity green. We need to be proactive in the clean up process.

**4492. Ronald Decaro**

Jurupa Valley, CA 92509

With eight grandchildren and 10 great-grandchildren in the Inland Empire it is imperative that we do something about this intolerable level of pollution. It doesn't need to be this high as there are many things that can be done to reduce pollution. Please work on it. We did it for the Olympics in LA, why not do it for the sake of our children?

**4493. Tamara Paul**

Jurupa Valley, CA 92509

**4494. Keith Christy**

Riverside, CA 92509

**4495. Nichelle Virzi**

Riverside, CA 92509



# SIERRA CLUB

**4496. Shannon Patty**

Riverside, CA 92509

**4497. Anna McLerren**

Riverside, CA 92509

**4498. Stephanie Amador**

Riverside, CA 92509

**4499. Turrell Grant**

Lake Elsinore, CA 92530

Air quality is so important, especially since we're a state that allows smoking, vaping, diesel trucks, and burning of trash. That alone is enough to cause breathing problems. We don't want our children to suffer from our mistakes!

**4500. Kathy Monteleone**

Lake Elsinore, CA 92530

Clean air is a necessity to all living things!

**4501. Daniel Briskin**

Lake Elsinore, CA 92530

Having grown up in the San Fernando Valley when the air quality was so profoundly poor that everyone I knew had aching lungs I would very much like to see continued vigilance against polluting vehicles and industry

**4502. James Everett**

Lake Elsinore, CA 92530

I have children, grandchildren and great-grandchildren that I would like to pass on a legacy unclean free breathable air to them. In 2020 I had to watch my wife of 30 years die gasping like a fish out of water trying to get air. Part of the reason she was dying it's because of the air pollution that she had been breathing in for the last 7 years here in California. As a former combat Marine I have seen many forms of death but let me telling you that I never again want to see such a horrible way to die again gasping like a fish out of water trying to get here.

**4503. Robert Nyman**

Lake Elsinore, CA 92530





My house here in Lake Elsinore now has solar panels that produce more than 100% of the power I consume in a year. Roof top solar and zero emission vehicles are the solution of the future.

**4504. Karen Dragged.**

Lake Elsinore, CA 92530

We need clean air not just for us but for future generations. DO SOMETHING ABOUT IT NOW!!!!!!!!!!

**4505. Stephen Falgout**

Lake Elsinore, CA 92530

**4506. Rita Davenport**

Lake Elsinore, CA 92530

**4507. Brandon Benkosky**

Lake Elsinore, CA 92530

**4508. Joel Thacker**

Lake Elsinore, CA 92532

I remember many years ago how my eyes would burn from smog during 1950's. Things have improved.

**4509. Travis Benneian**

Lake Elsinore, CA 92532

**4510. Joyce Trumpet**

Lake Elsinore, CA 92532

**4511. Sandra Gervais**

Lake Elsinore, CA 92532

**4512. Nydia Cardona**

Lake Elsinore, CA 92532

**4513. Regina Flores**

Lake Elsinore, CA 92532

**4514. Kerri King**



Aguanga, CA 92536

Given: Cargo trucks are essential! It is well known that they are a huge source of air pollution, so it is a no-brainer to prioritize and target them as zero-emission vehicles.

Please take the steps to do so and help protect the health of our planet. Thank you!

**4515. Suzanne Roberts**

Aguanga, CA 92536

**4516. Efuan Simms**

Anza, CA 92539

**4517. Hal McClamroch**

Hemet, CA 92543

I am a senior living in Hemet, Ca. Riverside Cty. (lots of warehouses and diesel-spewing 18-wheelers. ) I ride a handcycle frequently which requires much more oxygen intake than a bicycle. I am exposing my lungs to a huge amount of dangerously polluted air! I have other underlying health conditions . Cleaning up the warehouse/diesel truck pollution in Riverside and San Bernadino Ctys. is long overdue.

**4518. Julia Garvey**

Hemet, CA 92543

I live in the Inland Empire. Clean air is a must for our health, environment and quality of life. The inland, southern California area is a beautiful place except for the unclean air. Please improve it for the hardworking residents and visitors alike!

**4519. Michael A. Dirlam**

Hemet, CA 92543

Increase all efforts to clean the air we all breathe, clean the sources! M.D.

**4520. Gloria Mejia**

Hemet, CA 92543

**4521. Delores Yanko**

Hemet, CA 92543

**4522. Brandon Lea**

Hemet, CA 92543



**4523. Lily Mejia**  
Hemet, CA 92543

**4524. Robert Duckson**  
Hemet, CA 92543

**4525. Susan Latimer**  
Hemet, CA 92543

**4526. Cecelia Juszczak**  
Hemet, CA 92543

**4527. Diane Mitchell**  
Hemet, CA 92544

As a lifelong asthmatic, air quality is a serious health concern for me. Not just for my sake, but for all who breathe, we need to do everything we can to improve and maintain clean air.

**4528. Lourdes Gallegos**  
Hemet, CA 92544  
I have a grandchild

**4529. Ashley Kasper**  
Hemet, CA 92544

I too am against them spraying poisonous chemicals in our sky, we have such a beautiful earth and they ruin it day and night, not to mention I'm sensitive and I get headaches and agitation all the days they "spray" and I think we have a right to chose if we want this crap breathed in by our children we should have a choice!!!!

**4530. Laurie Hidy**  
Hemet, CA 92544

I've lived in So Cal all my 65 years. Air pollution has always been horrible. My son is asthmatic as is my husband. On really bad days neither one of them can take full breaths. I'm disgusted by the exhaust fumes that diesel motors release and the yellow haze that surrounds the entire state. The Indirect Source Rule would be a huge step in helping CA become a front runner in implementing a greener ideal. Thank you.

**4531. Rachel Forsyth**  
Hemet, CA 92544

Please protect our air quality. Our future depends on it. Thank you.



# SIERRA CLUB

**4532. Kathleen Gue**

Hemet, CA 92544

We keep taking land for industrial killing our beautiful views and hurting the natural habitats of all kinds of plants animals etc. When theres plenty of empty buildings everywhere already.

**4533. Supporter Unknown**

Hemet, CA 92544

**4534. Joseph McDonough**

Hemet, CA 92544

**4535. Jay Cassidy**

Hemet, CA 92544

**4536. Roger Stephens**

Hemet, CA 92544

**4537. Ellen Schulthess**

Hemet, CA 92544

**4538. DeeAnn B.**

Hemet, CA 92544

**4539. Tim Chavez**

Hemet, CA 92544

**4540. Jimmie Gray**

Hemet, CA 92544

**4541. Deeann Bradley**

Hemet, CA 92544

**4542. Dan Kolster**

Hemet, CA 92544

**4543. Sean McCulloch**

Hemet, CA 92544



**4544. Julie Freeman**

Hemet, CA 92544

**4545. Martin Rodriguez**

Hemet, CA 92545

Bruh it would be very cashmoney if yall did something toward helping our community breathe cleaner air at least for the animals you eat almost everyday I am not a vegan but like damn I would want that specific cow living his or her best life before being turned into a big mac

**4546. Leigh Terry**

Hemet, CA 92545

Clean air is important to every living thing! As the population broadens over the years emissions become critical! The present Administration is currently deregulating everything that is poisoning us! I believe the evidence and facts from scientist! Not the opinions of so-called important people.

**4547. Elizabeth Castillo**

Hemet, CA 92545

I want my future children and grandchildren to breathe in air without smog!

**4548. Carla Cogswell**

Hemet, CA 92545

The reason this matters to me is the most obvious. We're going down a road of no return if we don't start making changes immediately, we will all fall from sickness from contaminated soil, water and sick people. Our children will be affected, our wildlife will be affected. All of resources are effected by polluted air.

We have to be able to treat our resources with reverence and use our intelligence to care for our Earth and our resources. We need public servants that are going to care about these things and represent us & address our immediate needs on this matter.

**4549. Deborah Sue Barela**

Hemet, CA 92545

We all need clean air to breathe!

**4550. Candace Lamoree**

Hemet, CA 92545

**4551. Ann Nixon**

Hemet, CA 92545



# SIERRA CLUB

**4552. Candace Lamoree**

Hemet, CA 92545

**4553. Linda Kuhn**

Hemet, CA 92545

**4554. Sharon Raya**

Hemet, CA 92545

**4555. Pam Parsons**

Idyllwild, CA 92549

Clean air is heathy air!

Make it so!

**4556. Albert Paulek**

Idyllwild, CA 92549

Do your job !!

**4557. Jim Palmer**

Idyllwild, CA 92549

I am 82 years old, a native Californian. Born and raised in Torrance Ca. As a Kid, I could usually see the San Bernardino Mountains every day. As I grew up, gradually, seeing the Mountains became a rarity, even to the point that when it did happen, I would call people to see how beautiful they were. I have lived in a Mountain community where we sort of take clear skies for granted. All I have to do is take a trip (very seldom) back to Torrance and realize how lucky I am to have blue skies. So sad, everyone should be able to see blue skies daily, not on a rare occasion. It is possible to clear them up. the technology is there to do it. JUST DO IT

**4558. Melanie Lamaga**

Idyllwild, CA 92549

If we dont reduce carbon emissions future generations will pay a steep price.

**4559. Carol Acosta**

Idyllwild, CA 92549

It is vital that all Californians have safe and clean air to breathe. Health is more important than wealth and we must strike a balance between our needs and greed. We must do whatever possible to improve air quality for all.



**4560. Mallory Cremin**

Idyllwild, CA 92549

The air needs to be cleaner to save lives, and preserve life on this planet. Polluted air is the cause of thousands of death. The majority of families who live near the transit corridors need inhalers. AQMD can do better, needs to do better, to enforce compliance with clean air quality standards.

**4561. Violeta Villacorta**

Idyllwild, CA 92549

Use clean energy trucks. Consider Tesla motors truck fleet.

**4562. Francis Gorzny**

Idyllwild, CA 92549

We need to leave remaining fossil fuels in the ground and immediately transition to entirely renewable energy sources. The futures of our planet, our grandchildren, and the many other species we share this planet with depend on it.

**4563. Ann Kindfield**

Idyllwild, CA 92549

**4564. Jennifer Mc Ewen**

Idyllwild, CA 92549

**4565. Marcia Krull**

Idyllwild, CA 92549

**4566. Arthur Connor**

Idyllwild, CA 92549

**4567. Bronwyn Jones**

Idyllwild, CA 92549

**4568. Mary Lunetta**

Idyllwild, CA 92549

**4569. Elaine Bacher**

Idyllwild, CA 92549

**4570. Gemma Ortiz**



Moreno Valley, CA 92551

Hello I'm a local and now I have asthma. Please take action, we need a better solution for air quality.

**4571. Efren Gutierrez**

Moreno Valley, CA 92551

**4572. Elaine Cass**

Moreno Valley, CA 92553

I am a retired teacher in the IE, having taught close to 30 years here. So often students who were asthmatic missed school and were not able to keep up with course work. The number of inhalers in the nurse's office has proliferated over the years as the city becomes more developed and the MEGA distribution centers are added to the ones that were already springing up like mushrooms. We must make sure that diesel trucks have to be smogged every two years just like cars, but we also need to move away from diesel to electric. Even if we have electric, there will still be tire and brake dust, but at least it will be an improvement from the weather news we've had the past two days: unhealthy for everyone, not just sensitive individuals.

**4573. Rebecca Hynds**

Moreno Valley, CA 92553

I am a senior citizen and I care about the air quality in Southern California for myself and for future generations. The physical health of our population should be your top priority!

**4574. John Myers**

Moreno Valley, CA 92553

I approve of this message!

**4575. Catherine Mendoza**

Moreno Valley, CA 92553

I grew up in LA back when schools would have abbreviated class schedules due to the horrible smog. I want my Great Grandchildren to never have to experience breathing in a visibly (or invisible) toxic environment.

**4576. Emma Vega**

Moreno Valley, CA 92553

**4577. George Hrouda**

Moreno Valley, CA 92553





**4578. Lizeth Gonzalez**

Moreno Valley, CA 92553

**4579. Adela Gonzales**

Moreno Valley, CA 92553

**4580. Thomas Thornsley**

Moreno Valley, CA 92555

I fully encourage the adoption of an Indirect Source Rule and have it apply the the multitude of warehoused proposed and built in Moreno Valley. An approved project, the World Logistics Center, has approval to build 40,000,000 square feet of warehouse space in a confined 2,400 acres which will bring in an estimated 15,000 diesel truck per day when complete. The intensity of air pollutants at this project's site and on the SR-60 freeway leading to it will make our community a pollution hotspot in Southern California. Do what you can to improve our community.

**4581. Christina Torres**

Moreno Valley, CA 92555

I have also spent countless hours in this regard, learning more about pollution, distribution centers, and everything that goes along with it in advocating against the massive conglomeration of warehouses of the World Logistics Center in eastern Moreno Valley. Thanks for listening to our concerns and taking action on behalf of many who are already affected but some of the worst particulate matter pollution in the country.

**4582. Jackie Smith**

Moreno Valley, CA 92555

Please help with preventative measures that our residents and children need so badly! So many of us already have various lung disease issues that could have been prevented. It's especially obvious in the young children who live in polluted cities, agricultural areas in the Central Valley and near freeways.

Please keep and improve our air quality. Thank you!

**4583. Bernard Pantoja**

Moreno Valley, CA 92555

Yo, we are just trying to breathe some good nonpolluted air. Invest in some tesla big rigs. Stop building those ugly warehouses and invest in the zero emission lifestyle.

**4584. Christian Reyes**



Moreno Valley, CA 92555

**4585. Joseph Stair**

Moreno Valley, CA 92555

**4586. Sheila T.**

Moreno Valley, CA 92555

**4587. Sandra Marberry**

Moreno Valley, CA 92555

**4588. Ilya Turov**

Moreno Valley, CA 92555

**4589. Mark Robinson**

Moreno Valley, CA 92557

I cannot believe that it is 2020 and I am still breathing nasty disgusting soot from diesel trucks. This should be from bygone times. The picture of a dirty school bus spewing clouds of black smoke as it pulls away from a stop shrouding the very children it just dropped off. This is mostly gone but replaced with big rigs and earth movers.

I run, hike, and trail run. These things are hard in Riverside County. And especially hard if you have asthma. I want to breath. I want clean air. I want to see my neighbors. Elon Musk this Elon Musk that. Let's make more competition for clean trucks and equipment. Let's make current manufactures work to create the next economy. A demand for clean trucks would create demand. Go figure. And I want that demand. I want that clean air not full of diesel soot. Please, do whatever it takes to accomplish this.

**4590. Ann Turner-Mckibben**

Moreno Valley, CA 92557

I live in the Inland Empire where warehouses and dirty air go hand in hand. Please reduce our pollution.

**4591. Ann McKibben**

Moreno Valley, CA 92557

It's frustrating to see our roads and highways clogged with diesel trucks in the inland areas. Here is Moreno Valley our city council approved allowing semi-trucks to drive on Heacock Avenue between Highway 60 and Cactus Blvd. They drive by three schools where small children, parents and others walk and are exposed to the minute particulate matter that these trucks emit. It should not be allowed. Also, the Moreno Valley city council has approved



warehouses adjacent to existing homes in multiple areas within the city. The County of Riverside continues to approve the building of warehouses adjacent to existing apartment buildings and new housing developments or approves new homes adjacent to existing warehouses. The public & home owners are not being protected from air pollution. The state needs to prioritize investments in zero emission vehicles and electrification. Thank you.

**4592. Barbara Dean**

Moreno Valley, CA 92557

Please help make Southern California a better place to live by having clean air to breathe!

**4593. William Baker**

Moreno valley, CA 92557

Upgrade to New Technology.Clean up Our Plannet.

**4594. Deja Halliburton**

Moreno Valley, CA 92557

**4595. Silvia Villaneda**

Moreno Valley, CA 92557

**4596. Alondra Moreno**

Moreno Valley, CA 92557

**4597. Keith Price**

Moreno Valley, CA 92557

**4598. Cynthia Purdue**

m.v., CA 92557

**4599. Greg Winton**

Moreno Valley, CA 92557

**4600. Eileen Harrison-Moore**

Moreno Valley, CA 92557

**4601. Eileen OBrien**

Moreno Valley, CA 92557

**4602. Alyson Nash**



Moreno Valley, CA 92557

**4603. Gabriela Cabral**

Moreno valley, CA 92557

**4604. Alice Seamans**

Moreno Valley, CA 92557

**4605. Linda Richcreek**

Moreno Valley, CA 92557

**4606. Alice Seamans**

Moreno Valley, CA 92557

**4607. Adrineh Safarian**

Moreno Valley, CA 92557

**4608. George Riechers**

Moreno Valley, CA 92557

**4609. David Juhasz**

Mountain Center, CA 92561

It seems to me that commercial vehicles (especially diesel)pollute more than the average automobile does. I understand that due to a strong lobby, commercial vehicles are less regulated than autos as well.

There should be mandatory emissions standards fro any type of motorized vehicle commercial, private or government with no exceptions

**4610. Nancie Stotts**

Mountain Center, CA 92561

**4611. Barbara Haehnel**

Mountain Center, CA 92561

**4612. Charles Fletcher**

Mountain Center, CA 92561

**4613. Constance Youens**

Murrieta, CA 92562



A huge thank you to these engaged young people who are taking it upon themselves to take action to protect all of us. As a resident of nearby Murrieta, I greatly appreciate their efforts.

**4614. Lindsay Moenho**

Murrieta, CA 92562

Few places in Ca are safe. Growing up in the Sacramento valley, I experienced bad air days, later moving to southern part of the state for college, same thing, even in San Diego, 30 years ago. Now in Murrieta, again. All of California needs clean air and water!!!! It is our right. We are all invaders to this place. It was taken from the native Americans. Thru never would have let this happen if they had the power prevent it.

**4615. Claire Sage**

Murrieta, CA 92562

I have four beautiful grandkids here in Southern California. I want them to breathe air that is clean and safe. Please do what you have to do to assure that.

I was 10 years old in Santa Ana Calif in 1963. Our school bus was cancelled because the smog had decreased the visibility of the drivers to an unsafe distance. We have come so far in cleaning the air. Don't stop now. Don't stop short. Every child deserves to be able to help play outside without damaging their lungs. Thank You.

**4616. Justin Lowery**

Murrieta, CA 92562

My family did not choose to build these warehouses. We did not choose to breathe contaminated air filled with smog. We did not choose the inescapably constant diesel truck noise. Yet these companies forced these things on us. Please hold them accountable. We just want clean air and quiet neighborhoods. Is that too much to ask?

**4617. Susan Horne**

Murrieta, CA 92562

Please remember we are talking about human lives. Our children deserve clean air, our families deserve clean air, we deserve clean air. Please help us!

**4618. Anthony Conner**

Murrieta, CA 92562

Please! Save our earth and our health! These fumes are terrible to breathe and there IS options to use that are more safer & more environmentally friendly! We need someone who cares about us! Not some corp money hungry company! Fuck them !

**4619. Mary Lou Rosczyk**



Murrieta, CA 92562

The Port of Los Angeles makes Southern California a traffic hub for heavy duty trucks. Therefore, it is absolutely essential that the concomitant air pollution accompanying this traffic be controlled.

**4620. Carol Bostian**

Murrieta, CA 92562

When I drive up the 15N toward Riverside, and then the 91W to take care of my aging parents in Anaheim, I see only brown skies and no mountains! This is absolutely disgusting. The skies look the same heading south towards San Diego! Israel is currently inventing hydrogen vehicles. Why are we so backward?

**4621. Barbara Everett**

Murrieta, CA 92562

Without our health, no other life goals can be fulfilled. Disease breeds in polluted air. So many children are being born with asthma and other resonators illnesses as the clean oxygen decreases. Please help stop pollution now!

**4622. Gary Simmons**

Murrieta, CA 92562

**4623. Ela Nolan**

Murrieta, CA 92562

**4624. Joanne Simmons**

Murrieta, CA 92562

**4625. Jon Schell**

Murrieta, CA 92562

**4626. Gaeney Willmore**

Murrieta, CA 92562

**4627. Matt Wallace**

Murrieta, CA 92562

**4628. Stephen Greco**

Murrieta, CA 92562



# SIERRA CLUB

**4629. Vanessa Lee**  
Murrieta, CA 92562

**4630. Jerry De Santiago**  
Murrieta, CA 92562

**4631. Cesar Hernandez**  
Murrieta, CA 92562

**4632. Theodore Sato**  
Murrieta, CA 92562

**4633. Alisa Whelchel**  
Murrieta, CA 92562

**4634. Marilyn Maki**  
Murrieta, CA 92562

**4635. Paige Crawford**  
Murrieta, CA 92563

I live in California and want to continue to live here for the rest of my life. Without safe or clean air, I'm afraid I won't be able to live out this dream. I want to have clean air for all the living things in California and protect the future of this state.

**4636. Angela Rosario**  
Murrieta, CA 92563

This issue matters to me because I live in the Inland Empire and have little kids who deserve clean air to breathe. It is not fair that we pollute the air (and water) and the younger generations would have to suffer.

**4637. Sheryl Iversen**  
Murrieta, CA 92563

**4638. Frank Muzzy**  
Murrieta, CA 92563

**4639. Janet Wheeler**  
Murrieta, CA 92563



# SIERRA CLUB

**4640. Robert Marston**

Murrieta, CA 92563

**4641. Irene Torley**

Murrieta, CA 92563

**4642. Daniel Lowman**

Murrieta, CA 92563

**4643. Mary Louise Muller**

Murrieta, CA 92563

**4644. Henry Kantrowitz**

Murrieta, CA 92563

**4645. Joanne Shumway**

Murrieta, CA 92563

**4646. Robert Kaplan**

Murrieta, CA 92563

**4647. Sandi Powell**

Murrieta, CA 92563

**4648. Breanne Harvick**

Murrieta, CA 92563

**4649. Elinor Pond**

Perris, CA 92570

I live in Riverside Ca and today the sky is brown. The pollution is more obvious than it's been I  
In the recent past

**4650. Cynthia Scott**

Perris, CA 92570

This issue matters because this is the air we breathe in and it's very dangerous for people who  
have asthma, breathing problems, and athletes.

**4651. Eva A Herrera**

Perris, CA 92570





We all breath air ,we will breath better with clean air

**4652. Luz Contreras**

Perris, CA 92570

**4653. Robert Wilson**

Perris, CA 92570

**4654. Lesley Giger**

Perris, CA 92570

**4655. Cynthia Poland**

Perris, CA 92570

**4656. Dakari Ward**

Perris, CA 92571

Lung cancer

**4657. Julissa Rodriguez**

Perris, CA 92571

This issue matters to me because we will be able to decrease the amount of deaths that are caused due to air pollution in my community.

**4658. Alejandro Ojeda**

Perris, CA 92571

We have a voice, and we won?t stop using it until it is heard.

**4659. Mercedes Stanley**

PERRIS, CA 92571

With such poor air quality my three dafighters and myself have developed asthma. In the city of moreno valley and perris we have an abundance of warehouses and exorbitant amount of air pollution that sits in the valley.

**4660. Marylyn Carrillo**

Perris, CA 92571

ZERO emissions will SAVE lives, including yours.

**4661. Armando A. Garcia**

Perris, CA 92571



**4662. Robert Vasquez**

Perris, CA 92571

**4663. Alexis Galvez**

Perris, CA 92571

**4664. Rebecca Hernandez**

Perris, CA 92571

**4665. Yvette Zaragoza**

Perris, CA 92571

**4666. David Sepulveda**

Perris, CA 92571

**4667. Vanessa Scott**

San Jacinto, CA 92582

I am born and raised in So Cal & I want my 4 yr old daughter, Mariah to enjoy clean air for her entire life!

**4668. Michael Scott**

san jacinto, CA 92582

Prioritize people over profits and protect our planet for future generations.

**4669. Myrtle Cassell**

Landers, CA 92583

Air quality is very important!

**4670. Rebecca Augustenborg**

San Jacinto, CA 92583

It's our health that's at stake.

**4671. Michael Madrigal**

San Jacinto, CA 92583

My family and I are counting on your leadership to protect our health. We have suffered the devastating impacts of poor air quality in our region for far too long. Too many negative health conditions are worsened or caused by unhealthy polluted air. Now is the time to make a change for a healthier future in Southern California.



# SIERRA CLUB

**4672. Grace Mason**

San Jacinto, CA 92583

**4673. Juan and Maria Balboa**

San Jacinto, CA 92583

**4674. Divian Perez**

San Jacinto, CA 92583

**4675. Ralph Gonzales**

Menifee, CA 92584

Being a native Californian, I have seen the air quality for 50 years now. I thought by now the air quality would be better but it's not. I feel our state officials are more concerned about corporate interest rather than Californians ,please prove me wrong.

**4676. Vanessa Nguyen**

Menifee, CA 92584

Protect our future?s air

**4677. Vicki Kopinski**

Menifee, CA 92584

The air matters to ALL of us!!!

**4678. Bettie Spatafora**

Menifee, CA 92584

We all need clean air. Lungs were not built for dirty air.

**4679. Thomas Sneddon**

Menifee, CA 92584

**4680. Holly Santistevan**

MENIFEE, CA 92584

**4681. Enid Liscio**

Menifee, CA 92584

**4682. Jean Clement**

Menifee, CA 92584



**4683. Kathryn Gardner**

Menifee, CA 92584

**4684. Mary Harris**

Menifee, CA 92584

**4685. Tracy Sanford Wachtel**

Menifee, CA 92584

**4686. Kyle Frazier**

Menifee, CA 92585

**4687. Veronica Poss**

Sun City, CA 92586

Air quality is most important. You have the power to remove this toxin. Remove it.

**4688. Linda Kaye Stokes**

Sun City, CA 92586

Clean for our children,s lives and ours and all Animals and Birds, everything that needs cleen air

**4689. Chase Mitchell**

Sun City, CA 92586

smog ( especially in this heatwave) is Very Dangerous for children, animals, the elderly and anyone with breathing problems. if you actually care about the people here, you should take steps to make sure they?re safe. because how terrible would it be for someone or an animal to die when you could?ve prevented it but simply refused?

**4690. Victoria Anderson**

Menifee, CA 92586

This issue is so important to me as an inhabitant of this beautiful planet. It is our responsibility to make sure that our growth is positive and not harmful to our home. I am hopeful that humans will come together to fix the damage we have caused so that future children can experience what a great gift our Earth truly is.

**4691. Tami Perez**

Menifee, CA 92586

**4692. Irwin Weisman**



Menifee, CA 92586

**4693. Melinda Aliberti**

Canyon lake, CA 92587

As an asthmatic and nature lover, cleaner air and a paradigm shift in our type and use of technology, is essential to the lifestyle many of us Californians, and Americans in general, hold dear to our heart. More and more of our natural and scenic areas are filled with industry pollutants, and garbage/waste from companies and individuals that don't see or care about the impact. As these massive amounts of waste degrade in the elements, more of what was once contained is released into the air and water supply. This is unacceptable. Businesses MUST BE MORE RESPONSIBLE, THE GOVERNMENT MUST TAKE MORE RESPONSIBILITY.

**4694. Pam Overholtzer**

Quail Valley, CA 92587

**4695. Roger Wolowic**

Canyon Lake, CA 92587

**4696. Janet Anderson**

Quail Valley, CA 92587

**4697. Jillian Dungan**

Temecula, CA 92591

Breathing shouldn't be something I and future generations have to worry about!!

**4698. Michael Steria**

Temecula, CA 92591

Kill fossil fuel companies

**4699. Larry Swain**

Temecula, CA 92591

Let's get the job done and set an example.

**4700. Abigail Peterson**

Temecula, CA 92591

My family really loves Temecula. It's a wonderful place to raise children. But with the air quality putting their lives at risk, we are looking at moving out of state. Give it 20 more years and I guarantee the majority of residents in the area will be saying the same!



**4701. Janice Austin**

Temecula, CA 92591

**4702. David Andrews**

Temecula, CA 92591

**4703. Laura Robinson**

Temecula, CA 92591

**4704. Jennifer Lawton**

Temecula, CA 92591

**4705. Patty Hinger**

Temecula, CA 92591

**4706. Theresa Tafoya**

Temecula, CA 92591

**4707. Carol Skusek**

Temecula, CA 92591

**4708. Casandra Potter**

Temecula, CA 92591

**4709. Dwight Stanley**

Temecula, CA 92592

Economic growth matters, but not at the expense of a healthy, quality environment and the citizens that are affected. Over the past 25 years I have seen once fertile vineyards, thriving dairy farms and valuable open space be completely overdeveloped with warehouse space throughout the Inland Empire of Southern California. The negative impact of the trucking industries emissions cannot be overstated.

As a citizen of California, I urge the SCAQMD governing board to take responsible and corrective measures to mitigate the current emissions issues which are the direct result of excessive truck traffic throughout the Inland Empire.

Sincerely,

Dwight A. Stanley

Sierra Club Member

**4710. Diane Baucke**



Temecula, CA 92592

I have asthma and care about the emissions that come from vehicles as they contribute to bad air quality. Please invest in zero emission vehicles.

**4711. John Peterson**

Temecula, CA 92592

I have been diagnosed with COPD. Cleaner air means a longer life for people like myself.

**4712. Mechelle Giron**

Temecula, CA 92592

It's every man's right to breathe clean air. You have the power to do something about air pollution ..please take action. People's health and the environment's health should be taken care of first

**4713. Mary Ames**

Temecula, CA 92592

Just pause to think for a minute about the significance of this fact: No one has a choice about breathing. And most of us have to breathe the air that surrounds us.

**4714. Holly Hall**

Temecula, CA 92592

My mother had COPD and I have asthma, not from smoking, but from breathing in California. I taught special education students for forty years, and every year I had more and more students who also had asthma. This is unacceptable.

**4715. Ruth Molina**

Temecula, CA 92592

Please have us to provide cleaner air to our family, our children and their children. Why do we keep delaying our rights as California?s, in Riverside County, in the City of Temecula. We currently experience huge traffic problems and suffer from asthma with several family members. When is enough, enough? We have done our part to purchase automobiles to cease gas emissions and better, cleaner air. It is our right to breathe clean air! Do not deprive us!

**4716. Maryjo Wagner**

Temecula, CA 92592

There really is no excuse to NOT do what is necessary to keep our environment clean. Please , please, please. Think about what our future will be like if we don?t start cleaning up the mess we have made of our air and water. Our children and grandchildren desearve a healthy planet.



# SIERRA CLUB

**4717. Stephen Kozlowski**

Temecula, CA 92592

**4718. Sofia Okolowicz**

Temecula, CA 92592

**4719. Mary Jo Malone**

Temecula, CA 92592

**4720. Ken Parsons**

Temecula, CA 92592

**4721. Kelly Hendricks**

Temecula, CA 92592

**4722. Tomika Johnson**

Temecula, CA 92592

**4723. Allison Donahoe-Beggs**

Temecula, CA 92592

**4724. Richard Blain**

Temecula, CA 92592

**4725. Brian Jeffery**

Temecula, CA 92592

**4726. Stephen Macdonald**

Temecula, CA 92592

**4727. Jena Hallmark**

Temecula, CA 92592

**4728. David Gemmill**

Temecula, CA 92592

**4729. Brandon Shaffer**

Temecula, CA 92592





# SIERRA CLUB

**4730. Zoila Hillier**

Temecula, CA 92592

**4731. Elizabeth Livolsi**

Temecula, CA 92592

**4732. Ella Palomino**

Temecula, CA 92592

**4733. Peter Poole**

Temecula, CA 92592

**4734. Stephen Myers**

Temecula, CA 92592

**4735. Cynthia Bustos**

Temecula, CA 92592

**4736. Karen Loschky**

Temecula, CA 92592

**4737. Sharin Sarfaty**

Temecula, CA 92593

Clean air is central to living things and is directly linked to the health of all plants, crops, animals, and people. It is all connected.

**4738. Karl Rohlin**

Wildomar, CA 92595

I implore you to do what is right for our country, our planet, and future generations. The fossil fuel companies know they are polluting our planet and all they care about is their profits. What matters more, their profits or a planet that can sustain life in the future. Be a part of the solution, not a partner in the demise of our planet.

**4739. Diane Morgan**

Wildomar, CA 92595

We all need to be able to take a breath of fresh air and we rely on SCAQMD to vigilantly enact and enforce measures that will ensure our children have clean air now and in the future. Please take this as seriously as we do.



**4740. Amy Campbell**

Wildomar, CA 92595

**4741. lezlie navarro**

wildomar, CA 92595

**4742. Anjanette George**

Wildomar, CA 92595

**4743. Katherine Sullivan**

Wildomar, CA 92595

**4744. Rafael Trejo**

Wildomar, CA 92595

**4745. Barbara Garcia**

Wildomar, CA 92595

**4746. Lillian Ortiz**

Winchester, CA 92596

I want to be sure that my great grandchildren and they are great grandchildren have a chance to breathe the air drink the water and be able to get from one place to another without destroying our environment. We must keep our waterways clean especially our ocean our air clean and make sure that everything is secure for the future.

**4747. Ronald Trost**

Temecula, CA 92596

We have been breathing this foul air long enough !!!!

**4748. Shea Millan**

Winchester, CA 92596

What could be more important than having clean air for our communities to breath? South Coast AQMD needs to do more to regulate air pollution.

**4749. Sethea Downey**

Winchester, CA 92596

**4750. Carla Gilbert**

Irvine, CA 92602



We Californians should be able to breathe clean air and take pride in our state's high standards and innovation.

**4751. Nilima Rao**

Irvine, CA 92602

We have to save our planet!! Our natural resources are depleting.. The way we are going, our kids won't have a future! Let's take action! Thanks for getting us all together!! Kudos!!

Sincerely,

Nilima

**4752. Scott Closson**

Irvine, CA 92602

**4753. Elizabeth Domingos-Shepard**

Irvine, CA 92602

**4754. Mary Ann Gaido**

Irvine, CA 92603

As a retired healthcare executive, I know that asthma is on the rise in Orange County and that there is a direct connection to poor air quality.

**4755. Gary Talavera**

Irvine, CA 92603

I understand how these two young individuals feel. I recall as a young child and young adult growing up in the 70's having a hard time breathing after playing or riding my bicycle outdoors due to the smog that seemed to come with summer and not leave until the rain returned. Back then, I could not take a deep breath in the summer without choking. After many changes to improve our air quality in southern California I thought no child would ever have to experience that feeling again. Unfortunately, I was wrong.

**4756. Carole McElwee**

Irvine, CA 92603

**4757. Julie Pearce**

Irvine, CA 92603

**4758. Leslie Sayre**

Irvine, CA 92603



**4759. Maria Baur**

Irvine, CA 92603

**4760. Karol Anthes**

Irvine, CA 92604

Because our air was getting better and now the goal of big auto, big oil and big trump, are trying to change everything that was improving our air quality and head backwards in the slow progress we were making.

**4761. Julia Stuart Yilmaz**

Irvine, CA 92604

During the month of November, my 3 year old was unable to play outside for five days of school due to poor air quality. ?Air quality? is not a phrase three year olds should need to know!

**4762. Elliot Gordon**

Irvine, CA 92604

This is important for everybody and all future generations.

**4763. Pat Freeman**

Irvine, CA 92604

We are running out of time to make a difference in our air quality.

**4764. Robin Weirich**

Irvine, CA 92604

**4765. Michael McDermott**

Irvine, CA 92604

**4766. F Fitz**

Irvine, CA 92604

**4767. Wendy Fear**

Irvine, CA 92604

**4768. Mark Matyazic**

Irvine, CA 92604

**4769. Amy Munnelly**

Irvine, CA 92604



# SIERRA CLUB

**4770. Cheryl Berry**

Irvine, CA 92604

**4771. Diane Langejans**

Irvine, CA 92606

Protecting our Earth from green house gases of all forms is important to me, because we need to do everything possible to protect our planet from further degradation of our atmosphere. If we don't act upon this matter, we risk having a planet that will not support life.

**4772. Sophie Sarwary**

Irvine, CA 92606

We need to start righting our wrongs. Everything is an easy fix if we all just opt for what is right. The planet is literally turning to shi\*\* I don't know what else I can say.

**4773. Cathy Blakesley**

Foothill Ranch, CA 92610

**4774. Grant Miller**

Foothill Ranch, CA 92610

**4775. Daniel Relihan**

Lake Forest, CA 92610

**4776. Robert Heald**

Foothill Ranch, CA 92610

**4777. Susan McLaughlin**

Foothill Ranch, CA 92610

**4778. Nathan Walden**

Foothill Ranch, CA 92610

**4779. Trina Aurin**

Foothill Ranch, CA 92610

**4780. Daniel Relihan**

Lake Forest, CA 92610



# SIERRA CLUB

**4781. Margaret Finlayson**  
Foothill Ranch, CA 92610

**4782. Michael Ann Herring**  
Irvine, CA 92612  
Come on DO YOU JOB FOR CLEAN AIR

**4783. Alex Ea**  
Irvine, CA 92612  
This issue matters to me, because I believe that we can make a difference one change at a time.

**4784. David and Kyoko Miller**  
Irvine, CA 92612  
When I worked toward and earned my degree in ecology from UC Irvine in the early-to-mid-70s, I consulted and got to know the AQMD well. You folks are heroes of mine, having achieved so much while others merely speak (without follow-through). This is just one more issue that you're more than capable of dealing with effectively. Go for it with pride and confidence!

**4785. Kimberly Cook**  
Irvine, CA 92612

**4786. Ken Post**  
Irvine, CA 92612

**4787. Diana Bellafiore**  
Irvine, CA 92612

**4788. Michaelann Herring**  
Irvine, CA 92612

**4789. Sandra Cope**  
Irvine, CA 92612

**4790. Jeannette Stokols**  
Irvine, CA 92612

**4791. Dawn Booth**  
Irvine, CA 92612



**4792. Sandra Cope**  
Irvine, CA 92612

**4793. Joyce Boelzner**  
Irvine, CA 92612

**4794. John Consentino**  
Irvine, CA 92612

**4795. Michelle Lee**  
Irvine, CA 92612

**4796. Leanne Yerby**  
Irvine, CA 92614

I want to be able to sit behind a truck at a stop light and not need a mask!!

**4797. John Carroll**  
Irvine, CA 92614

I'm well aware of the problem of air pollution. I live in Irvine and I receive constant daily updates on the bad air quality in our area. We need to take additional drastic measures to ensure that we have clean breathable air in Southern California.

**4798. Marilyn Forsten**  
Irvine, CA 92614

**4799. Richard Doyle**  
Irvine, CA 92614

**4800. Jackie Taylor**  
Irvine, CA 92614

**4801. Joy Allenspach**  
Irvine, CA 92614

**4802. Kelly Young**  
Irvine, CA 92617

I'm very concerned about the health of my children and emissions are something that we can actually do something about. Please help to take these steps to positively regulate the quality of our air for the health of all of us.



**4803. Patricia Cahill**

Irvine, CA 92617

Particulates and chemicals in our air is hurting all of us and the creatures on land, in the air and on our waters.

please protect all of us!

**4804. Eike Hoffmann**

Irvine, CA 92617

**4805. Bridgett Kohno**

Irvine, CA 92617

**4806. Kathryn Eason**

Irvine, CA 92617

**4807. Victoria Silver**

Irvine, CA 92617

**4808. David Smith**

Irvine, CA 92617

**4809. Susan Klein**

Irvine, CA 92617

**4810. Susan Anderson**

Irvine, CA 92617

**4811. Audra Abrahamian**

Irvine, CA 92618

air pollution from heavy equipment is killing the plant and it's inhabitants. WE must make a change fast. Green technology is available.

**4812. Sharon Lucas**

Irvine, CA 92618

Too many families are sick with lung problems, we need our cleaner air back again.

**4813. Tara Larson**

Irvine, CA 92618





# SIERRA CLUB

**4814. Julien Jegou**

Irvine, CA 92618

**4815. Hamy Hoang**

Irvine, CA 92618

**4816. Paul Tanner**

Irvine, CA 92618

**4817. RJ Cooper**

Irvine, CA 92618

**4818. Jill Dunham**

Irvine, CA 92618

**4819. Robin Weirich-Braccini**

Irvine, CA 92618

**4820. Jegou Julien**

Irvine, CA 92618

**4821. Lynn Morse**

Irvine, CA 92620

I agree. I hope we will have enough clean electricity

**4822. Michael Schwager**

Irvine, CA 92620

Living half a mile from an Interstate-5 offramp here in Irvine, I can hear the increased traffic in diesel and gas trucks which are polluting our neighborhood air. This is not good for people in my house with compromised lungs, and it is bad for the kids at the middle school across the road.

**4823. Jillian Dale**

Irvine, CA 92620

**4824. Peter Bunge**

Irvine, CA 92620



# SIERRA CLUB

**4825. Jerry Napombhejara**  
Irvine, CA 92620

**4826. Dale Mccart**  
Irvine, CA 92620

**4827. Silvia Raum**  
Irvine, CA 92620

**4828. Lisa Payne-Miller**  
Irvine, CA 92620

**4829. Jerry Crowley**  
Irvine, CA 92620

**4830. Lisa Paynemiller**  
Irvine, CA 92620

**4831. Natalie Kovacs**  
Irvine, CA 92620

**4832. Dorrine Marshall**  
Irvine, CA 92620

**4833. Janet Donurat**  
Irvine, CA 92620

**4834. Autumn Heep**  
Irvine, CA 92620

**4835. Lorne Cheeseman**  
Irvine, CA 92620

**4836. Silvia Raum**  
Irvine, CA 92620

**4837. Grace Huang**  
Irvine, CA 92620



# SIERRA CLUB

**4838. Pamela Wayne**

Irvine, CA 92620

**4839. Matthew Kraai**

Irvine, CA 92620

**4840. Hung Du**

Irvine, CA 92623

**4841. Cailin Ruff**

Irvine, CA 92623

**4842. Lynn Smith**

Capistrano Beach, CA 92624

Helping air quality will benefit our economy !

**4843. Linda Black**

Capistrano Beach, CA 92624

**4844. Eve & John Duddy**

Capistrano Beach, CA 92624

**4845. T Gilbert**

Capistrano Beach, CA 92624

**4846. Grant Rohr**

Capistrano Beach, CA 92624

**4847. Dave Huber**

Capistrano Beach, CA 92624

**4848. Tim Ryan**

Capistrano Beach, CA 92624

**4849. Tad Sullivan**

Corona Del Mar, CA 92625

I have lived in Southern California for 55 years. The air quality improved substantially in the 1990's from what it had been in the prior several decades. It is now worsening due to increased population and traffic, as well as climate change factors. We need to do all we can to turn this



# SIERRA CLUB

around for the health of our children and the environment we live, work, and play in. This is for the good of all, even the business interests which will suffer the consequences with us if we do not improve our air quality.

**4850. Ingrid Rowland**

Corona Del Mar, CA 92625

It's about time!

**4851. Linda Oeth**

Corona Del Mar, CA 92625

**4852. Wewe Fers**

Corona Del Mar, CA 92625

**4853. Norm Ellis**

Corona Del Mar, CA 92625

**4854. Linda Oeth**

Corona Del Mar, CA 92625

**4855. Anne Parzick**

Corona Del Mar, CA 92625

**4856. Linda Oeth**

Corona Del Mar, CA 92625

**4857. Wanda Frank**

Corona Del Mar, CA 92625

**4858. Michael Harano**

Corona Del Mar, CA 92625

**4859. Jennifer Weinberger**

Corona Del Mar, CA 92625

**4860. Wendy Fears**

Corona Del Mar, CA 92625

**4861. Dominique Hay**



Costa Mesa, CA 92626

Clean air matters. Besides having clear air to breathe, Tourism is a big part of our economy. It's quite disheartening to see brown layers of smog around Southern California. California is a beautiful state. We need to keep it clean for future generations. We also have to consider long term effects of development and pollution on global warming.

**4862. Stephanie Keefer**

Costa Mesa, CA 92626

I remember brown skies over Los Angeles in the 70s when I was a kid. It would sometimes hurt to breathe.

Since then, we've made so much progress in cleaning the air and preventing children from developing lung diseases like asthma. Please don't reverse the progress that's been made.

**4863. Juan Malstead**

Costa Mesa, CA 92626

Important to continue improving the air quality and protect the health of both you and your loved ones for decades to come. The technology is there, lets utilize it.

**4864. Kayla Hathaway**

Costa Mesa, CA 92626

Please start taking action in cleaning up our air and turning towards renewable / sustainable energy for vehicles in order to lower the death rate due to poor air quality - and to continue the support towards preventing 2 degrees C.

**4865. John Wesley Miller**

Costa Mesa, CA 92626

**4866. F. Carlene Reuscher**

Costa Mesa, CA 92626

**4867. Lisa Piner**

Costa Mesa, CA 92626

**4868. Darrell Neft**

Darrell, CA 92626

**4869. Darrell Neft**

Costa Mesa, CA 92626



**4870. Jason Thesing**

Costa Mesa, CA 92626

**4871. Diane Slawson**

Costa Mesa, CA 92626

**4872. F Reuscher**

Costa Mesa, CA 92626

**4873. Karen Klepack**

Costa Mesa, CA 92626

**4874. Emily Cummings-Nelson**

Costa Mesa, CA 92626

**4875. Winston Whitney**

Costa Mesa, CA 92627

Please fight to advance clean energy in California. You can save us! So. Cal could be so beautiful with clean air! Please produce a strong Indirect Source Rule to reign in emissions! Force the companies making millions of dollars from us to prioritize zero emission vehicles!

Climate change is the only issue that matters, the one thing that will destroy the world.  
Winston Whitney

**4876. Jill Miotke**

Costa Mesa, CA 92627

While the use of Low-sulfur content diesel fuel was a good idea, the great increase in truck traffic from the ports of Long Beach and L.A. to the warehouses still cause too much air pollution. Amazon and WalMart make more than enough profit to fund the switch to electric. Please make them pay the true cost of doing business!

**4877. Dehra Iverson**

Costa Mesa, CA 92627

**4878. Kim nero**

costa mesa, CA 92627

**4879. John Preston**

Costa Mesa, CA 92627



# SIERRA CLUB

**4880. Dana Reed**

Costa Mesa, CA 92627

**4881. Marian Smith**

Costa Mesa, CA 92627

**4882. Diana Koeck**

Costa Mesa, CA 92627

**4883. Rachelle Cox**

Costa Mesa, CA 92627

**4884. Deborah Koken**

Costa Mesa, CA 92627

**4885. Kathy Roberts**

Costa Mesa, CA 92627

**4886. Kassidy Fodor**

Costa Mesa, CA 92627

**4887. S Jones**

Costa Mesa, CA 92627

**4888. Maria Zeppetella**

Costa Mesa, CA 92627

**4889. Wayne Kastner**

Costa Mesa, CA 92627

**4890. Summer Shippy**

Newport Beach, CA 92627

**4891. Jim Landhom**

Costa Mesa, CA 92628

**4892. Susan Howard**

Dana Point, CA 92629

I breathe therefore I am.



**4893. Craig Pfaffl**

Dana Point, CA 92629

I work in Long Beach & see how the port, freeways & refinery have impacted youth with asthma & COPD rates in this community.

**4894. Brian Adsit**

Dana Point, CA 92629

I'd like my son to have clean air during his lifetime.

**4895. Corey Brindley**

Dana Point, CA 92629

We should always be looking towards a better, cleaner future. And I really think that as Californians, being the 5th largest economy in the world, we've got a unique opportunity to be an example for all to follow! If we can make our air cleaner and prove that it's economically viable, shouldn't we? Investing now in cleaner technology advancements for cleaner air will keep California a desirable place to live for generations to come, something I'm super passionate about now that I have a 2 year old son and family here in Southern California.

**4896. Thomas Gregory**

Dana Point, CA 92629

**4897. Nadine Larsen**

Dana Point, CA 92629

**4898. Heather Lutz**

Dana Point, CA 92629

**4899. Esteban Mercado**

Dana Point, CA 92629

**4900. Judy Malouf**

Dana point, CA 92629

**4901. Jill Mulato**

Dana Point, CA 92629

**4902. Lisa Mingear**

Dana Point, CA 92629





**4903. Ronald & Kay Cook**

Dana Point, CA 92629

**4904. Laurie Tsitsivas**

Dana Point, CA 92629

**4905. Willy Bray**

Dana Point, CA 92629

**4906. Tamera Mullaly**

Lake Forest, CA 92630

Every community deserves a healthy environment. These companies need to make changes, those changes would undoubtedly decrease their own health care costs, those savings could be used to invest in these changes.

**4907. Constance Hughes**

Lake Forest, CA 92630

It's obvious that there is a glaring any quality of opportunity for people of color. They seem to suffer the most. In addition, climate change has made a huge impact on all of us. Please step up to the plate and do what's right. I have lived in California all of my life and I think it is one of the most awesome places to be!

**4908. Margaret Davies**

Lake Forest, CA 92630

Our air matters.

**4909. Sandy Brogan**

Lake Forest, CA 92630

Please! For our children and grandchildren!!!

**4910. Cynthia Coley**

Lake forest, CA 92630

Stop corrupt corporate destruction of the very air we breath.

**4911. Heather Froeming**

Lake Forest, CA 92630

There is nothing more important than protecting the air we breathe



# SIERRA CLUB

**4912. Roger Tierney**

Lake Forest, CA 92630

We got to continue to improve our air quality through all means possible so that kids, like my own two, don't have respiratory issues such as Asthma. Both have regular breathing difficulty. It is So Cal, and the breathing difficulty is reduced when we are away from So Cal. This is our HOME!

**4913. Laszlo Kurucz**

Lake Forest, CA 92630

**4914. Delvia Logan**

Lake Forest, CA 92630

**4915. John Murphy**

Lake Forest, CA 92630

**4916. Rebecca Flores**

Lake Forest, CA 92630

**4917. Eric Horwitz**

Lake Forest, CA 92630

**4918. Kathleen Kuczynski**

Lake Forest, CA 92630

**4919. Lynne Holt**

Lake Forest, CA 92630

**4920. Cynthia Coley**

Lake forest, CA 92630

**4921. Bruce Aird**

Lake Forest, CA 92630

**4922. Michael Kloby**

Lake Forest, CA 92630

**4923. Ralph Roug**

Lake Forest, CA 92630



**4924. Jackie Berreth**

Lake Forest, CA 92630

**4925. Nicole Blout**

Lake Forest, CA 92630

**4926. Sayan Banerjee**

Lake Forest, CA 92630

**4927. Edie Shaw**

Laguna Woods, CA 92637

Everyone must have clean air to breathe. Our lives depend on it. Plants depend on clean air as well.

**4928. Elizabeth Apfelbaum**

Laguna Woods, CA 92637

I left San Bernardino 45 years ago, the air was bad then. What has been done in those years. Do it now, I want to go home. Fix that air now please.

**4929. Nancy Naftel**

Laguna Woods, CA 92637

Many people I know, both friends and family, have reduced lung function and pollution worsens such problems.

**4930. Kathy Vance**

Laguna Woods, CA 92637

Our Earth is dying every day because of unclean air. People are too. We need to take care of our planet so future generations can survive.

**4931. Marilyn Perona**

Laguna Woods, CA 92637

Our health begins with the air we breathe. This is a step in the healthy direction!

**4932. Sheridan Jackson**

Laguna Woods, CA 92637

While I have always considered breathing clean air of prime importance, now that awareness of defending against climate crisis has reached all-hands-on-deck urgency I see the Indirect Source



Rule is also a necessary part of the overall effort to leave our children a livable world. It is a responsibility we cannot in good conscience shirk.

**4933. Patricia Brumfield**

Laguna Woods, CA 92637

**4934. Paula Hollie**

Laguna Woods, CA 92637

**4935. Chuck Faria**

Laguna Woods, CA 92637

**4936. Robin Steudle**

Laguna Woods, CA 92637

**4937. Lauren Linda**

Laguna Woods, CA 92637

**4938. Roberta Mccarty**

Laguna Woods, CA 92637

**4939. Robert Keenan**

Laguna Woods, CA 92637

**4940. Roidina Salisbury**

Laguna Woods, CA 92637

**4941. Rosemary Jewkes**

Laguna Woods, CA 92637

**4942. Laura Ferejohn**

Laguna Hills, CA 92637

**4943. Judith Hurst**

Laguna Woods, CA 92637

**4944. Suzanne Merritt**

Laguna Woods, CA 92637



# SIERRA CLUB

**4945. Sharon Karp-Konley**

Laguna Woods, CA 92637

**4946. Sandra Van Horn**

Laguna Woods, CA 92637

**4947. Marcia Hackett**

Laguna Hills, CA 92637

**4948. D.G. Berlie**

Huntington Beach, CA 92646

Having better quality air across the region helps reduce health-related issues for all living beings.

**4949. Rory Talmon**

Huntington Beach, CA 92646

I am a hiker and backpacker who really loves the availability of our local mountains in So Cal but with the summer comes air quality that nearly chokes you when hiking and breathing hard. It has to change!

**4950. Bethany Webb**

Huntington Beach, CA 92646

I have a child with asthma, there is direct linkage between the pollution coming from our dirty vehicles and kids having asthma.

**4951. E San Filippo**

Huntington Beach, CA 92646

**4952. Gary Bender**

Huntington Be, CA 92646

**4953. Ruth Rodriguez**

Huntington Beach, CA 92646

**4954. patricia steelman**

Huntington Beach, CA 92646

**4955. Steven Beltramo**

Huntington Beach, CA 92646



**SIERRA  
CLUB**

**4956. Raeanne Murphy**  
Huntington Beach, CA 92646

**4957. Gary Bender**  
Huntington Beach, CA 92646

**4958. Pamela Beard**  
Huntington Beach, CA 92646

**4959. E Sanfilippo**  
Huntington Beach, CA 92646

**4960. Chris Howard**  
Huntington Beach, CA 92646

**4961. Timothy Engler**  
Huntington Beach, CA 92646

**4962. Nancy Goodfellow**  
Huntington Beach, CA 92646

**4963. Suzanne Schiavoni**  
Huntington Beach, CA 92646

**4964. April Jackson**  
Huntington Beach, CA 92646

**4965. Brenton Barnes**  
Huntington Beach, CA 92646

**4966. Armida Brashears**  
Huntington Beach, CA 92646

**4967. Kathleen Fernandez**  
Huntington Beach, CA 92646

**4968. Jody Cohan-French**  
Huntington Beach, CA 92646



# SIERRA CLUB

**4969. Katrina Nedved**

Huntington Beach, CA 92646

**4970. Ed Taylor**

Huntington Beach, CA 92646

**4971. Michaele Belles**

Huntington Beach, CA 92647

As an asthma sufferer, I am directly affected by the air quality every day. There are many people like me whose activities are curtailed and whose health is adversely affected by dirty air. We vote.

Please reign in emissions and pollution from heavy traffic.

**4972. Christina Fogarty**

Huntington Beach, CA 92647

We need to strive for a better future for all of us, and improving air quality will be an extremely important investment in the future of our children as well as the environment around us.

**4973. Melanie Reilly**

Huntington Beach, CA 92647

**4974. Jennifer Robins**

Huntington Beach, CA 92647

**4975. Mary Tindukasiri**

Huntington Beach, CA 92647

**4976. Sacha De Nijs**

Huntington Beach, CA 92647

**4977. Christy Hatt**

Huntington Beach, CA 92647

**4978. Steve Metzger**

Huntington Beach, CA 92647

**4979. Julie Katayama**

Huntington Beach, CA 92648



Clean air is essential and critical for our future.

**4980. Stephen Edwards**

Huntington Beach, CA 92648

It is critical that we lower emissions. We need clean air to breathe.

**4981. Brittany Clemens**

Huntington Beach, CA 92648

Let's bump up California on the list of healthiest states (we're #12 right now). It all starts with better air quality so we can have better quality of life - hiking, walking, swimming, biking. Let's get outside and enjoy this beautiful state of ours. Let's continue to set a precedent for other states to follow. Let's do this California! We must continue to set the bar.

**4982. dave gilovich**

Huntington Beach, CA 92648

Let's move toward a clean, more sustainable future for our children....

**4983. Karen Millet**

Huntington Beach, CA 92648

People and their health should be the priority. We all deserve to breathe clean air.

**4984. Joan Combes**

Huntington Beach, CA 92648

Trump cut the Standards, which worked beautifully in So. California and elsewhere - now Biden needs to put them back. Luckily, several car manufacturers kept them. Let's make sure the rest embrace them again too.

**4985. vicki hughes**

huntington beach, CA 92648

**4986. Roberta Reed**

Huntington Beach, CA 92648

**4987. Judith Philpot**

Huntington Beach, CA 92648

**4988. James Mcwilliams**

Huntington Beach, CA 92648





# SIERRA CLUB

**4989. Linda Ford**

Huntington Beach, CA 92648

**4990. Hildy Meyers**

Huntington Beach, CA 92648

**4991. John Varga**

Huntington Beach, CA 92648

**4992. Patricia Goodman**

Huntington Beach, CA 92648

**4993. Donald Slaven**

Huntington Beach, CA 92648

**4994. Hildy Meyers**

Huntington Beach, CA 92648

**4995. Judith Hendler**

Huntington Beach, CA 92648

**4996. Kirk Nason**

Huntington Beach, CA 92648

**4997. phillip good**

Huntington Beach, CA 92648

**4998. Mike Kelly**

Huntington Beach, CA 92648

**4999. Adam Broughton**

Huntington Beach, CA 92648

**5000. Gary Feemster**

Huntington Beach, CA 92649

**5001. Carol Kirkwood**

Huntington Beach, CA 92649



# SIERRA CLUB

**5002. Ginabella Mallari**

Huntington Beach, CA 92649

**5003. Sharon Webster**

Huntington Beach, CA 92649

**5004. Deborah Carter**

Huntington Beach, CA 92649

**5005. Carl Muller**

Huntington Beach, CA 92649

**5006. Sophie Friedman**

Huntington Beach, CA 92649

**5007. Kathy Hanson**

Huntington Beach, CA 92649

**5008. Mary Mason**

Huntingtn Bch, CA 92649

**5009. Bill Gregory**

Huntington Beach, CA 92649

**5010. Jessica Bensberg**

Huntington Beach, CA 92649

**5011. Michael McMahan**

Huntington Beach, CA 92649

**5012. Alexa McMahan**

Huntington Beach, CA 92649

**5013. Pierre Gilbert**

Huntington Beach, CA 92649

**5014. Mary Franz**

Laguna Beach, CA 92651



Breath is life. I want to live an optimal healthy life, which requires pure and and water, for starters!

**5015. Deborah Shields**

Laguna Beach, CA 92651

Clean air should be a basic human right for the entire planet!

**5016. Kyle Couch**

Laguna beach, CA 92651

Dont turn a blind eye to this huge problem please!

**5017. Kiayu Sun**

Laguna Beach, CA 92651

Future generations deserve a healthy habitable planet

**5018. Sally Barron**

Laguna Beach, CA 92651

President Trump has said that we have the cleanest air. Bring him to the Central Valley and see what he says.

**5019. Anne Earhart**

Laguna Beach, CA 92651

Privatize the profits and socialize the losses. The industries that profit off transportation foul our air and poison us so these industries don?t have to spend the money on improving their engines. We need jobs of course but not at the cost of making people I?ll or even killing them with the toxic emissions.

Please improve all truck transport so our health isn?t affected.

Thank you very much.

**5020. Natalie Larson**

Laguna Beach, CA 92651

Southern California has some of the worst air quality in the nation. We desperately need change here. Most days in the summer Airnow.gov recommends people stay indoors, how can people exercise if they can't get outside, can't breathe?! We need change... Personally, I moved from Riverside, CA to Laguna Beach, CA with a huge increase in rent just to escape the air pollution.

**5021. Mark Bartleman**

Laguna Beach, CA 92651



Thank you.

**5022. Anne Earhart**

Laguna Beach, CA 92651

The port is a major source of pollution and we need to reduce it and it is possible to do so. So, let's do it. Health is more important than dollars.

**5023. Anne Eldridge**

Laguna Beach, CA 92651

There is Electricity being wasted all over the country due to the lack of Storage facility. Electric cars could solve this horrific oversight with just a little ingenuity.

**5024. Ginger Osborne**

Laguna Beach, CA 92651

We must move quickly to electric vehicles for our personal health and the health of our planet.

**5025. Sherry Keith**

Berkeley, CA 92651

We need to increase incentives and support for electric vehicles, along with expanding clean public transportation. Go Electric!

**5026. Jeanette Allen**

Laguna Beach, CA 92651

We need to stop the big corporations from polluting our air, rivers and our Earth!

**5027. Ronald Klinge**

Dana Point, CA 92651

**5028. Pamela Adams**

Laguna Beach, CA 92651

**5029. Pamela Horowitz**

Laguna Beach, CA 92651

**5030. Bradrick Allison**

Laguna Beach, CA 92651

**5031. Bob Davey**

Laguna Beach, CA 92651



# SIERRA CLUB

**5032. Lily Doris**

Laguna Beach, CA 92651

**5033. Gila Wdowinski**

Laguna Beach, CA 92651

**5034. Randy Lewis**

Laguna Beach, CA 92651

**5035. Kevin O'Brien**

Laguna Beach, CA 92651

**5036. Cd Laughton**

Laguna Beach, CA 92651

**5037. Jonathan Day**

Laguna Beach, CA 92651

**5038. Penny Elia**

Laguna Beach, CA 92651

**5039. Jack O.**

Laguna Beach, CA 92651

**5040. Nick Gaetano**

Laguna Beach, CA 92651

**5041. Brandon Sarhad**

Laguna Beach, CA 92651

**5042. Stacy Cornelius**

Laguna Beach, CA 92651

**5043. Judith Werkstell**

Laguna Beach, CA 92651

**5044. Adam Kaplan**

Laguna Beach, CA 92651



# SIERRA CLUB

**5045. Kailani Kim**

Laguna Beach, CA 92651

**5046. Esme Evans**

Malibu, CA 92651

**5047. Mark Summers**

Laguna Beach, CA 92651

**5048. Dan Elia**

Laguna Beach, CA 92651

**5049. Kathleen Koller**

Laguna Beach, CA 92651

**5050. Kortney Lillestrand**

Laguna Beach, CA 92651

**5051. Jan Snedegar**

Laguna Beach, CA 92651

**5052. gary fishman**

LAGUNA BEACH, CA 92651

**5053. Logan Lafountain**

Laguna hills, CA 92653

Air pollution causes acid rain. Meaning larger desolate areas that may not be touched by man yet are still affected by its poisons. To heal the planet and preserve the lives of all living things make this step towards clean energy.

**5054. Nancy Gee**

Laguna Hills, CA 92653

We now have the technology to transition to clean transportation in the trucking industry so we should continue to be the leaders in the world and be the first to require any new trucks follow guidelines.

**5055. Shellie Ver Meer**

Laguna Hills, CA 92653



# SIERRA CLUB

**5056. Andrea Weinberger**

Laguna Hills, CA 92653

**5057. Marilyn Safir**

Laguna Hills, CA 92653

**5058. Janet Heck**

Laguna Hills, CA 92653

**5059. Norm Ellis**

Laguna Hills, CA 92653

**5060. Ann Downey**

Laguna Hills, CA 92653

**5061. Phyllis Ehrlich**

Laguna Hills, CA 92653

**5062. Christina Lockwood**

Laguna Hills, CA 92653

**5063. Mary Ann Winegard**

Laguna Hills, CA 92653

**5064. Steve Bush**

Laguna Hills, CA 92653

**5065. Sean Pardee**

Laguna Hills, CA 92653

**5066. John Trombeti**

Laguna Hills, CA 92654

**5067. Linda Savidge**

Midway City, CA 92655

**5068. Aaron Jamieson**

Midway City, CA 92655



**5069. David Wilson**

Irvine, CA 92656

As a sixty year resident of California I have been able to see and experience the effects of air pollution. In the 1960s in central Orange County you could see the brown haze sitting in the LA basin. On many days during football practice I could feel the tightness the smog caused in my lungs. When vehicle, powerplant and refinery pollution controls were tightened considerably in the seventies and eighties you could see the difference. The sky was mostly blue, the air much cleaner. Today, with the great increase in population and industry the smog is back just as in the sixties. It is even worse for those living in the Inland Empire. Please take the innovative and necessary steps to move industrial transportation to low-pollution technologies and systems.

**5070. Marilyn Stachenfeld**

ALISO VIEJO, CA 92656

Help us breathe again!

**5071. Natalie Rogers**

ALISO VIEJO, CA 92656

I moved down to Southern California to raise a family. I'm worried about the health of my future children.

**5072. Paul Forder**

Aliso Viejo, CA 92656

I personally am in favour of zero--emission vehicles, which will help contribute to more breathable air. In the long run, the days of fossil fuels will be numbered.

Sincerely, Paul Forder

**5073. Vicki Hull**

Aliso Viejo, CA 92656

There is nothing more important than our air quality for everyone. Please make this your priority!

**5074. Amir Baum**

Aliso Viejo, CA 92656

We need more meaningful air quality rules and regulations for cleaner air suffering from high pollution levels from diesel polluting trucks to protect our children's health. We need meaningful change for these communities and the South Coast region as it's clear current laws and regulations on the books are insufficient to reduce the burden of air pollution with all these communities suffering. Thank you!





# SIERRA CLUB

**5075. Sheri Veta**

Aliso Viejo, CA 92656

**5076. Mari Stachenfeld**

Aliso Viejo, CA 92656

**5077. Jenny Romano**

Aliso Viejo, CA 92656

**5078. Michael Kolezar**

Aliso Viejo, CA 92656

**5079. Victoria Shankling**

Aliso Viejo, CA 92656

**5080. Gladys Swan**

Aliso Viejo, CA 92656

**5081. Amy Rafiee**

Aliso Viejo, CA 92656

**5082. Reid Baker**

Aliso Viejo, CA 92656

**5083. Lisa Q**

Aliso Viejo, CA 92656

**5084. Sharon Harbeck**

Aliso Viejo, CA 92656

**5085. Charles Prebay**

Aliso Viejo, CA 92656

**5086. Janet Mactague**

Aliso Viejo, CA 92656

**5087. Robert McDonnell**

Aliso Viejo, CA 92656



# SIERRA CLUB

**5088. Rolf Neuschaefter**

Aliso Viejo, CA 92656

**5089. Kelsey LaRue**

Newport Coast, CA 92657

**5090. yassamin kavezade**

newport coast, CA 92657

**5091. Mimi Fein**

Newport Beach, CA 92659

**5092. Laura Perry**

Newport Beach, CA 92660

I have two asthmatics in my household and even here in Newport Beach, it is hazy and blue as it has not been in a long time. Scary and I want it better!

**5093. Emily Dawidoff**

Newport Beach, CA 92660

There are so many cool things that can be done to improve air quality and bolster the economy. We want clean air here in Southern California. The idea of smog is just so boring and 40 years ago.

**5094. David Freely**

Newport Beach, CA 92660

**5095. Steve Iverson**

Newport Beach, CA 92660

**5096. John Miller**

Newport Beach, CA 92660

**5097. Judy Carlson**

Newport Beach, CA 92660

**5098. Gwen Sorosky**

Newport Beach, CA 92660



# SIERRA CLUB

**5099. Patty Gullivan**

Newport Beach, CA 92660

**5100. John Miller**

Newport Beach, CA 92660

**5101. Melody Marfi**

Newport Beach, CA 92660

**5102. Catharine Glaab**

Newport Beach, CA 92660

**5103. Jacqueline Sparks**

Newport Beach, CA 92660

**5104. Dick Marston**

Newport Beach, CA 92661

I grew up in SoCal in the 1950s and 1960s when air pollution was horrible. I recall football practice being cancelled because of it! Air quality has improved so much; it would be tragedy if that progress was reversed!

**5105. Stacy Kline**

Newport Beach, CA 92661

**5106. Clint Van Orton**

Newport Beach, CA 92661

**5107. Karl Steinberg**

Newport Beach, CA 92663

It's time to invest in renewable energy!! We have the technology, the resources if we reallocate wasteful expenditures (ie belligerent military spending) and invest in energy that does little or no damage to the environment and do away with fossil fuel creates energy which utterly choking us!! Also, we need to assist auto manufacturers that move toward electric platforms!!! It's not too late but doing what the troglodyte in the WH is doing won't help anyone!!

**5108. Camille Collett**

Newport Beach, CA 92663

Please. There are few downfalls.



# SIERRA CLUB

**5109. Lynn Friedman**

Newport Beach, CA 92663

**5110. Sherri Turner**

Newport Beach, CA 92663

**5111. Steph Hart**

Newport Beach, CA 92663

**5112. L Speyer-Offenberg**

Newport Beach, CA 92663

**5113. Cheryl Freeman**

Newport Beach, CA 92663

**5114. Harela Paglia**

Newport Beach, CA 92663

**5115. Sarah Spinuzzi**

San Clemente, CA 92672

Dirty air literally kills people, and can exacerbate respiratory illnesses like covid. We have seen that not only has an impact on our health but also on our economy.

**5116. Hal Forsen**

San Clemente, CA 92672

ENOUGH!!!!

**5117. Kevin Bissonnette**

San Clemente, CA 92672

**5118. Ravin Carlson**

San Clemente, CA 92672

**5119. Linda A**

San Clemente, CA 92672

**5120. Megs Wright**

San Clemente, CA 92672



# SIERRA CLUB

**5121. Alan Korsen**

San Clemente, CA 92672

**5122. Sami Hijazi**

San Clemente, CA 92672

**5123. Pam Matyas**

San Clemente, CA 92672

**5124. Karen Hafer**

San Clemente, CA 92672

**5125. John Daly**

San Clemente, CA 92672

**5126. Greta Meyerhof**

San Clemente, CA 92672

**5127. Allie palmer**

san clemente, CA 92672

**5128. Anya Aardahl**

San Clemente, CA 92672

**5129. Deborah Dorazio**

San Clemente, CA 92672

**5130. Pattie Meade**

San Clemente, CA 92672

**5131. Matthew Reola**

San Clemente, CA 92672

**5132. Terri Wiley**

San Clemente, CA 92672

**5133. Scott Devries**

San Clemente, CA 92672



**5134. Sarah Cortez**

San Clemente, CA 92672

**5135. Jamie Kurnik**

San Clemente, CA 92672

**5136. Matt Reola**

San Clemente, CA 92672

**5137. Betty Ann Southard**

San Clemente, CA 92673

Clean air technology is a must!!!!

We have to put our priorities in order!

Everything regarding air, water and land use should be from and center NOW!

**5138. James Cassimus**

San Clemente, CA 92673

I just went electric car and it the future, save our Planet ! Trump wont!

**5139. Richard Boyer**

San Clemente, CA 92673

Just in Time delivery has turned trucks into rolling warehouses. As stationary inventory has decreased, rolling inventory has taken its place. That cuts costs for corporations and benefits shareholders, but it comes with unacceptable consequences. Degradation of environmental quality and human health become externalized costs that corporations incur to improve their balance sheets. That is unfair and unethical, and needs to end. Please act promptly and decisively to correct that problem.

**5140. Bernard McGrane**

San Clemente, CA 92673

**5141. Suzanne Narducy**

San Clemente, CA 92673

**5142. Michelle Schumacher**

San Clemente, CA 92673

**5143. Jennifer Cartwright**



# SIERRA CLUB

San Clemente, CA 92673

**5144. Dan Kortman**

San Clemente, CA 92673

**5145. Chris Dunham**

san clemente, CA 92673

**5146. Lee Ramdhani**

San Clemente, CA 92673

**5147. Rhonda Church**

San Clemente, CA 92673

**5148. Arlette Limen**

San Clemente, CA 92673

**5149. Kurt Speidel**

San Clemente, CA 92673

**5150. Gilbert Blount**

San Clemente, CA 92673

**5151. Maryann LaNew**

San Clemente, CA 92673

**5152. Carole Dadurka**

San Clemente, CA 92673

**5153. Micah Frankel**

San Clemente, CA 92673

**5154. Don Hickman**

San Clemente, CA 92673

**5155. Maryann LaNew**

San Clemente, CA 92673

**5156. Judith Trytten**



San Juan Capistrano, CA 92675

I have Asthma that is set off by bad quality air. Also, I like the smell of clean air. It should be our right as humans and citizens to breathe clean air.

**5157. Annika Krafcik**

SAN JUAN CAPISTRANO, CA 92675

I was raised in San Juan Capistrano, and after nearly a decade out in the Midwest, I recently made the difficult decision to move back to Orange County, CA. It shouldn't have been a difficult decision. Southern California is hands-down one of the most beautiful places in the country. But, it is also home to the worst air quality in the country. The Midwest may not have the ocean or the mountains, but at least out here, I don't have to worry about unhealthy air quality 150+ days out of the year.

Still, I decided to move back to Southern California, so I feel that I must take action and help make my old and new home a better place to live. I hope that you will pass a mandate for all local polluters to transition to clean energy. It is your responsibility and your duty to do so.

Thank you,

Annika Krafcik

**5158. Lyn Darnall**

San Juan Capistrano, CA 92675

Our salvation as a species is breathing clean air and drinking clean water to promote the healthy genes we need for ourselves, our children, and our children's children.

**5159. Steven Barker**

San Juan Capistrano, CA 92675

There is nothing more important than the quality of the air we breathe. We citizens depend completely upon our government to protect us from dirty air. There is nothing the average person can do on their own to protect themselves from air pollution; we have to breathe, and we have to breath wherever we happen to live. We are counting on YOU, our elected leaders.

**5160. Sandra McCanne**

San Juan Capistrano, CA 92675

**5161. Amalia Miranda**

San Juan Capistrano, CA 92675

**5162. Carol Caddes**

San Juan Capistrano, CA 92675





**5163. Elizabeth Connor**

San Juan Capistrano, CA 92675

**5164. Steve & Barbara Szemenyei**

San Juan Capistrano, CA 92675

**5165. Lara Hill**

San Juan Capistrano, CA 92675

**5166. Jacquelyne Pitts**

San Juan Capistrano, CA 92675

**5167. Nina Macdonald**

Silverado, CA 92676

**5168. Leslie Paskus**

Silverado, CA 92676

**5169. Jane Steven**

Laguna Niguel, CA 92677

Addressing emissions from commercial vehicles directly will help to continue to provide healthy air quality for everyone, particularly low income populations near pollution sources. California needs to continue to be a leader in protecting the environment since the current white house, administration is failing us.

**5170. Lynn Lam**

Laguna Niguel, CA 92677

Clean air for all of us matters more than corporate greed!!!

**5171. Kirsten Green**

Laguna Niguel, CA 92677

Clean air now! For ourselves and our grandchildren? grandchildren

**5172. Alyssa Quan**

Laguna Niguel, CA 92677

Environmental justice is for more than the environment.

**5173. Marina Wycoff**

Laguna Niguel, CA 92677



I have breathing problems.

**5174. Robert Kurz**

Laguna Niguel, CA 92677

I see our environment changing right in front of my eyes. As public stewards must do more to prevent future generations from having to deal with the adverse affects caused by years of unrestrained use of fossil fuels.

**5175. Gina Reney**

Laguna Niguel, CA 92677

Those invoices the air we breathe, the air out children breathe, and our very quality of life.

**5176. Grace And Kris Van Thillo**

Laguna Niguel, CA 92677

We must act now for zero emissions, to leave a viable planet for our grandchildren and all living things. Thank you.

**5177. Melvin Herlin**

Laguna Niguel, CA 92677

We should NOT be dragging our feet moving into the future with technology and decisions that can impact global warming and resultant climate changes that threaten lives and infrastructure like NEVER before. Ocean acidification alone can spell the end for us. As the oceans go, so goes life on planet Earth. Add droughts, fires, impacts on farming, floods, sea level rises, greater storm surges...Lets not be stupid unto death.

**5178. Ronald Mcmillan**

Laguna Niguel, CA 92677

**5179. Lyn Burke**

Laguna Niguel, CA 92677

**5180. Dayna Cooper**

Laguna Niguel, CA 92677

**5181. Lindsay Golter**

Laguna Niguel, CA 92677

**5182. Lynne Jeffries**

Laguna Niguel, CA 92677



# SIERRA CLUB

**5183. Brenda McIntyrr**  
Laguna Niguel, CA 92677

**5184. Cecile Geary**  
Laguna Niguel, CA 92677

**5185. Cynthia Vigus**  
Laguna Niguel, CA 92677

**5186. Scott Goldman**  
Laguna Niguel, CA 92677

**5187. Mary Steele**  
Laguna Niguel, CA 92677

**5188. Eva Manus**  
Laguna Niguel, CA 92677

**5189. Vincent Shulda**  
LAGUNA NIGUEL, CA 92677

**5190. Suzanne Franssen**  
Laguna Niguel, CA 92677

**5191. Lois Erickson**  
Laguna Beach, CA 92677

**5192. Christopher Baker**  
Laguna Niguel, CA 92677

**5193. Pablo Herrero**  
Laguna Niguel, CA 92677

**5194. Michael Noonan**  
Mike, CA 92677

**5195. Dennis McIntyre**  
Laguna Niguel, CA 92677



# SIERRA CLUB

**5196. Grace Passage**

Laguna Niguel, CA 92677

**5197. Sarwat Ezzeldin**

Laguna Niguel, CA 92677

**5198. Sherrie Arra**

Laguna Niguel, CA 92677

**5199. Laura Thornton**

Laguna niguel, CA 92677

**5200. Iliana Guzman**

Laguna Niguel, CA 92677

**5201. Cecilia Grose**

Laguna Niguel, CA 92677

**5202. Elise Kushino**

Laguna Niguel, CA 92677

**5203. Brenda McIntyre**

Laguna Niguel, CA 92677

**5204. Melissa Waters**

Laguna Niguel, CA 92677

**5205. Erica Bennett**

Laguna Niguel, CA 92677

**5206. Anna Lasher**

Laguna Niguel, CA 92677

**5207. Michael Van Deusen**

Trabuco Canyon, CA 92679

We need require that our industries shift to vehicles and energy that does not pollute our air. These vehicles and energy sources are now available. Industry should not be allowed to poison our air and water to increase their cash flow.



# SIERRA CLUB

**5208. Vaidehi Bhardwaj**

Trabuco Canyon, CA 92679

**5209. Amanda Gehrich**

Trabuco Canyon, CA 92679

**5210. Jinx Hydeman**

Trabuco Canyon, CA 92679

**5211. Adrienne L**

Costa Mesa, CA 92679

**5212. Douglas McCormick**

Trabuco Canyon, CA 92679

**5213. Jennifer Gehrich**

Trabuco Canyon, CA 92679

**5214. Ethan Krenzer**

92679, CA 92679

**5215. Barrie Avis**

Westminster, CA 92683

As a California native, 62yrs old, it'd be good if we can leave our grandchildren with good air quality!

**5216. Suzanne Lenhart**

Westminster, CA 92683

I have had asthma since I was a child. Anything that is done to clean the air we breathe is a step in the right direction..

**5217. Lorene Wang**

Westminster, CA 92683

Money isn't real; it is man made. Life is real and journey matters more than the destination.

**5218. Jonathan Mansell**

Westminster, CA 92683



# SIERRA CLUB

We've come so far, but still have a long way to go, because of how many people live around this area.

**5219. Gomi Bin**

Wmstr, CA 92683

**5220. Kathryn Dressendorfer**

Westminster, CA 92683

**5221. June Yamada**

Westminster, CA 92683

**5222. Caroline Bui**

Westminster, CA 92683

**5223. Jan Stark**

Westminster, CA 92683

**5224. Theron Akers**

Westminster, CA 92683

**5225. Steve Clifford**

Rancho Santa Margarita, CA 92688

Living in Orange Country I have seen the impact of poor air quality. We need action to make permanent positive air quality changes.

**5226. Patty Ebel**

Rancho Santa Margarita, CA 92688

**5227. Robert Canchola**

Rancho Santa Margarita, CA 92688

**5228. Allyson Finkel**

Rancho Santa Margarita, CA 92688

**5229. Joseph Valdez**

Mission Viejo, CA 92691

Anyone with children and/or grandchildren should insist on this.



**5230. Sonja Healey**

Mission Viejo, CA 92691

Don't you breathe too?

**5231. Barbara Hosmer**

Mission Viejo, CA 92691

for almost 40 years we have lived in close proximity to the 5 freeway. i'd love to send you a picture of what our dust cloth looks like after we clean windowsills! we are breathing that. i know it's only a matter of time before it causes us negative health issues. i am 72 and my husband is 69.

please take some action. dirty air...and water...are going to be the death of so many.

**5232. Bob Allen**

Mission Viejo, CA 92691

Here in southern California, we still have terrible air quality. It has improved vastly, however, thanks to the efforts of SCAQMD. Now, we need to go after more vehicles to reduce their emissions.

**5233. Joy Young**

Mission Viejo, CA 92691

I had an aortic aneurysm November 2019 and almost died. My entire body shut down and I've had to learn to do everything over again; especially breathing. Clean and healthy air is critical for my recovery and vital for anyone recovering from a serious lung disease such as covid-19. Thank you, Joy Young.

**5234. Valerie Jahn**

Mission Viejo, CA 92691

My husband has asthma and we need to make it easier for him to breathe clean air.

**5235. Audrey Tomovich**

Mission Viejo, CA 92691

My name is Audrey Tomovich and I live in Southern California. I am urging you to Adopt an Indirect Source Rule. We need to clean up the air in the Southern California area. It is important to get less and less cars off the roads, another issue, and the ones on the road need to have zero emissions and electric capabilities. Now that more and more distribution centers are opening up in the Inland Empire, it is even more important the cargo equipment, trucks and heavy-duty vehicles, etc have engines that are electric or are zero emissions producing. I want our world, our community to be in better shape than the one I was born into. As adults, especially your governing board, which has decision making authority that can change peoples'



lives, we owe it to the future generations to clean up the air. Please please invest in today and in the future by adopting the Indirect Source Rule.

Sincerely,  
Audrey Tomovich

**5236. Linda Shields**

Mission Viejo, CA 92691

We know how to prevent pollution. Now we just have to convince big money that the right to a healthy quality of life isn't for sale.

**5237. Joanne Huttenhoff**

Mission Viejo, CA 92691

We need clean air for our future generations!!

**5238. Elizabeth Busick**

Mission Viejo, CA 92691

**5239. Jeac Mullan**

Mission Viejo, CA 92691

**5240. Joanna Martin**

Mission Viejo, CA 92691

**5241. Nebaa Ibrahim**

Mission Viejo, CA 92691

**5242. Cynthia Smith**

Mission Viejo, CA 92691

**5243. John Maddox**

Mission Viejo, CA 92691

**5244. Paul Fastuca**

Mission Viejo, CA 92691

**5245. JoAnn Fastuca**

Mission Viejo, CA 92691

**5246. Elizabeth Mcconaughey**





Mission Viejo, CA 92691

**5247. Barbara Scheinman**

Mission Viejo, CA 92691

**5248. Shawna Reupert**

Mission Viejo, CA 92691

**5249. Nancy Kingston**

Mission Viejo, CA 92692

As a person who has suffered with asthma, I know the personal toll that dirty air takes on a person's health and mobility. When I lived in the Inland Empire from 1974 - 1980, the air quality was so poor on some days that you couldn't see structures on either side of the I-10 freeway, let alone the San Bernardino Mountains. Because I was often confined to my house on weekends, due to poor air quality, I moved to Orange County where at least I could go outdoors and enjoy my surroundings when I wasn't working.

**5250. Jean Kravitz**

Mission Viejo, CA 92692

Finally, with the arrival of COVID, everyone is grateful for every breath they take. I was born in SoCal and have lived here most of my life. There were days when going outside was not healthy and we couldn't see to the end of our street for the pollution. We've come a long way, but have so much farther to go. Please, for all our sakes, adopt an ISR for zero emission vehicles and electrification. If not now, when? We've already seen what happens when we can't breathe.

**5251. Marilyn Schroeder**

Mission Viejo, CA 92692

Having battery electric trucks and other zero emission commercial vehicles on our streets and freeways would vastly improve the air quality in our state and improve the health of many millions of Californians especially the low income populations that live near these sources of pollution. Please adopt the Indirect Source Rule that prioritizes investments in zero emission vehicles and electrification!

**5252. Rosemary Hieber**

Mission Viejo, CA 92692

I want to breathe clean air, as do my family who has asthma and allergies. Stop Polluting Please!

**5253. Jeanne Gibson**



# SIERRA CLUB

Mission Viejo, CA 92692  
Latter is too late!!!!  
The time to act is right NOW!!!

**5254. Mary Driskill**

Mission Viejo, CA 92692

**5255. Annette Ceccotti**

Mission Viejo, CA 92692

**5256. Ouida Cox**

Mission Viejo, CA 92692

**5257. David Lau**

Mission Viejo, CA 92692

**5258. Bonnie Elconin**

Mission Viejo, CA 92692

**5259. Michael Rotcher**

Mission Viejo, CA 92692

**5260. Mark Van Uden**

Mission Viejo, CA 92692

**5261. Aurelio Martinez**

Mission Viejo, CA 92692

**5262. Rolland Graham**

Mission Viejo, CA 92692

**5263. Kelsey Anderson**

Mission Viejo, CA 92692

**5264. Lisa Denbaugh**

Mission Viejo, CA 92692

**5265. Julie Quandt**

Ladera Ranch, CA 92694



We need to protect all Californians. Seeing the environment impact report we should all strive towards any way to create less pollution.

**5266. Cynthia McCarthy**

Rancho Mission Viejo, CA 92694

**5267. David Heinrichsen**

Rancho Mission Viejo, CA 92694

**5268. Russ Ryness**

Ladera Ranch, CA 92694

**5269. Josh Block**

Ladera Ranch, CA 92694

**5270. Lisa Walker**

Ladera Ranch, CA 92694

**5271. Alexis Bosley**

Ladera Ranch, CA 92694

**5272. Jody Rice**

Ladera Ranch, CA 92694

**5273. Cynthia Perrine McCarthy**

Rancho Mission Viejo, CA 92694

**5274. Jill Andrews**

Santa Ana, CA 92701

**5275. Diego Leon**

Santa Ana, CA 92703

**5276. William Wheeler**

Santa Ana, CA 92703

**5277. Erika Ochoa**

Santa Ana, CA 92703



# SIERRA CLUB

**5278. Gregory Tabat**  
Santa Ana, CA 92704

**5279. C Martinez**  
Santa Ana, CA 92704

**5280. Colleen Bergh**  
Santa ana, CA 92704

**5281. Beatriz Pallanes**  
Santa Ana, CA 92704

**5282. John Nowak**  
Santa Ana, CA 92704

**5283. Kellie Miller**  
Santa Ana, CA 92704

**5284. Lama Lane**  
Santa Ana, CA 92704

**5285. Richard Spicer**  
North Tustin, CA 92705

**5286. Jeff Ellis**  
Santa Ana, CA 92705

**5287. Korinna Jones**  
Santa Ana, CA 92705

**5288. Diego Teran**  
Santa Ana, CA 92705

**5289. Dana Madhavan**  
Santa Ana, CA 92705

**5290. Pam Pence**  
North Tustin, CA 92705



# SIERRA CLUB

**5291. Loretta Herter**  
Santa Ana, CA 92705

**5292. Nancy Holleman**  
Santa Ana, CA 92705

**5293. Erika Burkhalter**  
Santa Ana, CA 92705

**5294. Rj Coopet**  
Santa Ana, CA 92705

**5295. Suvan Geer**  
Santa Ana, CA 92705

**5296. Nathan Taft**  
Santa Ana, CA 92705

**5297. Christina Bell**  
Santa Ana, CA 92706

**5298. Teresa Nichols**  
Santa Ana, CA 92706

**5299. Mary Bonhote**  
Santa Ana, CA 92706

**5300. Brett Murray**  
Santa Ana, CA 92706

**5301. Rose Ann Howard**  
Cypress, CA 92707  
Our grandchildren need to breathe clean air.

**5302. Marvin Ellenbecker**  
Santa Ana, CA 92707  
The only way to sustain a healthy lifestyle with the increase in trucking is to move toward zero emission vehicles, especially for local and regional deliveries. Long range transportation should be focused on railroads which are far more efficient than trucks.



# SIERRA CLUB

**5303. Brooke Hagy**

Santa Ana, CA 92707

**5304. Megan Mowry**

Santa Ana, CA 92707

**5305. Kim Tran**

Santa Ana, CA 92707

**5306. Maria Miranda**

Santa Ana, CA 92707

**5307. Clare Sage**

Fountain valley, CA 92708

California is disgusting. Have your ever gone to a different state like Montana or Arizona or Washington? It's laughable how nasty and polluted this state is

**5308. Stephanie Pacheco**

Fountain Valley, CA 92708

I have to spend many days indoors due to bad air quality (despite the fact I have an electric car, which I got to help the air quality for all).

**5309. Rachel Dumaine**

Fountain Valley, CA 92708

Our children depend on you and your peers doing the right thing! Clean air (and water) is not an optional need for their health today and in the future.

**5310. Dan Gates**

Fountain Valley, CA 92708

**5311. Priyanka Bhakta**

Fountain Valley, CA 92708

**5312. lloyd reynolds**

fountain valley, CA 92708

**5313. Charlotte Pirch**

Fountain Valley, CA 92708



# SIERRA CLUB

**5314. Edgar Plascencia**

Fountain Valley, CA 92708

**5315. Jeff McHenry**

Fountain Valley, CA 92708

**5316. Leigh Martin**

Fountain Valley, CA 92708

**5317. Perry Gx**

Tustin, CA 92780

Nothing More Important Than Clean Air, Water & Pristine Environment!

**5318. Max and Mary Herink**

Tustin, CA 92780

We would like our grand children to have CLEAN air to breath!

**5319. Michael Luebbers**

Tustin, CA 92780

**5320. Spencer Griffin**

Tustin, CA 92780

**5321. Joanne Schwartz**

Tustin, CA 92780

**5322. Sharon Hammond**

Tustin, CA 92780

**5323. Ka Higgins**

Tustin, CA 92780

**5324. Christl Orr**

Tustin, CA 92780

**5325. Jessica M Saavedra**

Tustin, CA 92780



# SIERRA CLUB

**5326. Teresa Brewster**

Tustin, CA 92780

**5327. Gilbert Flores**

Tustin, CA 92780

**5328. Mika Stonehawk**

Tustin, CA 92782

**5329. Twik Simms**

Anaheim, CA 92801

The 91 freeway is on the other side of the wall in my backyard. I've never smoked, but my breathing ability is deteriorating. Get on the stick & fix this before I croak!

**5330. Matthew Johnson**

Anaheim, CA 92801

**5331. Krista Nordstrom**

Anaheim, CA 92801

**5332. Clair Fredriksz**

Anaheim, CA 92801

**5333. Morgan Devine**

Anaheim, CA 92802

When I worked in downtown Los Angeles, the black grit from the diesel trucks would constantly build up on the windowsills of my workplace - a potent reminder of the particulates all around us, and invading our lungs. I was grateful when a career change took me out of that unhealthy environment. Rather than expanding the use of old, dirty exhaust trucks throughout our communities, as we see happening, we need to move forward on all clean air initiatives, including the elimination of dirty diesel. We all deserve clean air!

**5334. Ishita Gulati**

Anaheim, CA 92802

**5335. Christine Sepulveda**

Anaheim, CA 92802

**5336. Sheryl Hamblin**





Anaheim, CA 92802

**5337. Gayle Robinson**

Anaheim, CA 92802

**5338. Sophia Rubino**

Anaheim, CA 92802

**5339. David Mateo**

Anaheim, CA 92804

It matters to me because it doesn't only affect our generation...it will effect the next generation even more worst than it affects us

**5340. Amanda Kolakowski**

Anaheim, CA 92804

Thank you for protecting us from air pollution. If you can do anything more to help, please do. An Indirect Source Rule could address causes of air pollution that have been unregulated.

**5341. Robert Jansen**

Anaheim, CA 92804

**5342. Gloria Naranjo**

Anaheim, CA 92804

**5343. Julia Broad**

Anaheim, CA 92804

**5344. David Fitzpatrick**

Anaheim, CA 92804

**5345. Eden Grossbard**

Anaheim, CA 92804

**5346. Linda Shadle**

Anaheim, CA 92804

**5347. Pollyana Harmon**

Anaheim, CA 92804



# SIERRA CLUB

**5348. Daisy Valente**  
Anaheim, CA 92804

**5349. Victor Jr Arce**  
Anaheim, CA 92804

**5350. Jacqueline Islas**  
Anaheim, CA 92805

I want to have better air. Help fund green cars and green energy "gasoline" stations. MORE places to plug in and more parking lots homeless shelters and other buildings using efficient energy. THANKS!

**5351. Scott Moore**  
Anaheim, CA 92805

Living between an island of freeways, much more needs to be done so my children can breathe cleaner air!

**5352. Joe Diaz**  
Anaheim, CA 92805

Nothing is more important than the AIR WE BREATHE!!!

**5353. Julia Schroter**  
Anaheim, CA 92805

**5354. Helen Garner**  
Anaheim, CA 92805

**5355. Richard Isenberg**  
Anaheim, CA 92805

**5356. Charles Leavell**  
Anaheim, CA 92806

Southern California's air quality has been reduced since you implemented the "NEW" regulations. Remember that your customers are the public and not polluters, they are who you regulate to protect us!!

**5357. Eleanore Kaufmann**  
Anaheim, CA 92806



# SIERRA CLUB

**5358. Jose Martinez**  
Anaheim, CA 92806

**5359. Melissa Aguirre**  
Anaheim, CA 92806

**5360. Jennifer Levin**  
Anaheim, CA 92806

**5361. Jeff Clark**  
Anaheim, CA 92806

**5362. nora coyle**  
anaheim, CA 92807

**5363. Ari Shaffer**  
Anaheim, CA 92807

**5364. Kamal Gill**  
Anaheim, CA 92807

**5365. Christine Ney**  
Christine, CA 92807

**5366. Yolanda Trujillo**  
Anaheim, CA 92807

**5367. Carly Curtis**  
Anaheim, CA 92807

**5368. Robert Russell**  
Anaheim, CA 92808

I don't know if zero emissions is a possible standard. But there is a lot of technology out there claiming to reduce carbon emissions. Why not prioritize those?

**5369. Kenneth Apiado**  
Anaheim, CA 92808

**5370. Mark Spevak**



Anaheim, CA 92808

**5371. Tim Maurer**  
Anaheim, CA 92808

**5372. Rudolph Morgenfruh**  
Anaheim, CA 92808

**5373. Sarah Shrewsbury**  
Brea, CA 92821

Smog is a big hazard to almost everyone's health. Some just don't know it yet but when they get older and have brown lungs and the illnesses that go with it they will wish they had joined the fight right now!! Children and elderly and those with compromised health also experience trouble

Soo get real. NO OUPELINE IN Alaska or anywhere else. Once again our leaders and big corporations are choosing PROFITS FOR themselves. Over the health of the whole environment. The same people including trump and others who profit are constantly at it. Seems we have to be very vigilant or they will cut down forests without permissions or votes  
Something must be done about these people before they ruin the whole world. Seems like it's getting close to that!!!.

**5374. Anthony Gonzalez**  
Brea, CA 92821

**5375. Vasilis Metaxas**  
Brea, CA 92821

**5376. Arlynn & Steve Bottomley**  
Brea, CA 92821

**5377. John Peecher**  
Brea, CA 92821

**5378. Barbara Hallman**  
Brea, CA 92821

**5379. Evelyn Frias**  
Brea, CA 92821



# SIERRA CLUB

**5380. Zachary Todd**

Long Beach, CA 92823

**5381. Jie Tian**

Fullerton, CA 92831

It is time that we become serious about the consequences of poisonous emissions. It is time that we take action and together begin to care for our beautiful planet and all living beings on it. Thank you for supporting this initiative!

**5382. richard ramirez**

fullerton, CA 92831

**5383. Gene Hiegel**

Fullerton, CA 92831

**5384. Erika Ospina Awad**

Fullerton, CA 92831

**5385. Marla Hess**

Fullerton, CA 92831

**5386. Christopher Grantham**

Fullerton, CA 92831

**5387. Alicia Hecht**

Fullerton, CA 92831

**5388. Fouad & Suzanne Darweesh**

Fullerton, CA 92831

**5389. Laura Petrovay**

Fullerton, CA 92831

**5390. Karla Reinhardt**

Fullerton, CA 92832

I had asthma growing up in Southern California, so I understand how important it is to protect air quality and its affect on public health. I've been driving electric over six years and am a strong supporter in the technology.



# SIERRA CLUB

**5391. Evan McDermit**  
Fullerton, CA 92832

**5392. Evan Mc Dermit**  
Fullerton, CA 92832

**5393. Ray Bustos**  
Fullerton, CA 92832

**5394. Brett Walling**  
Fullerton, CA 92832

**5395. Julie Vandergrift**  
Fullerton, CA 92832

**5396. winifred hopkins**  
Fullerton, CA 92833  
Everyone needs fresh air to prevent health issues!

**5397. Winifred Hopkins**  
Fullerton, CA 92833  
Reduce air pollution for all!

**5398. Lynn Hoang**  
Fullerton, CA 92833

**5399. Matt Sylvester**  
Fullerton, CA 92833

**5400. Blanca Luz Ross**  
Fullerton, CA 92833

**5401. Danielle R**  
Fullerton, CA 92835  
Environmental rights are basic human rights. Clean air should be available to everyone but for now, let's take baby steps and ensure that the air in social is clean. Thank you.

**5402. Patty Tutor**  
Fullerton, CA 92835



I am 65 and have lived in Southern California for most of my live. I remember many days in my childhood where my throat and eyes hurt, I had headaches, and I could not see any of the local mountains, and I felt terrible. Thankfully, measures were taken to reduce air pollution. Now we are slipping back - we cannot do that! Please take this seriously - your children and grandchildren need a safe place to live!

**5403. Kim passaro**

Fullerton, CA 92835

I Have lived in California for 26 years and Ive been an environmentalist my entire life. I am a retired nurse and an avid hiker. Air quality is everything! My husband and I own an electric car and a plug in hybrid. Oil and gas are on the way out- we need to be ready for a clean future for our children and grandchildren. Ive noticed an almost constant brown haze returning to our area, only absent in days of high winds. Clean air must be a high priority for the health of our planet and our people. Thank you for listening!

**5404. Jeremy Santos**

Fullerton, CA 92835

The strong ISR does not have a significant impact on jobs. More consequentially, it helps communities a lot from diesel death zones, according to public health scholars.

**5405. Poppy Kauffman**

Fullerton, CA 92835

**5406. Andrea Lux**

Fullerton, CA 92835

**5407. John Ayala**

Fullerton, CA 92835

**5408. Linda Cornejo**

Fullerton, CA 92835

**5409. Barbara Parker**

Fullerton, CA 92835

**5410. Perry Passaro**

Fullerton, CA 92835

**5411. Kelly Kramer**



# SIERRA CLUB

Garden Grove, CA 92840  
Enough of the foot dragging.

**5412. Dana May**

Garden Grove, CA 92840

**5413. Adrian Dunker**

Garden Grove, CA 92840

**5414. Diane Hayworth**

Garden Grove, CA 92840

**5415. Khristyna Garcia**

Garden Grove, CA 92840

**5416. Evelyn Ahumada**

Garden Grove, CA 92840

**5417. Murray Auerbach**

Garden Grove, CA 92840

**5418. Salem Plambeck**

Garden Grove, CA 92840

**5419. Shawn Perea**

Garden Grove, CA 92840

**5420. Richard Tesdall**

Garden Grove, CA 92841

**5421. Nori Kiley**

Garden Grove, CA 92841

**5422. Stewart Casey**

Garden Grove, CA 92841

**5423. Abigail Rosas**

garden grove, CA 92841





# SIERRA CLUB

**5424. Brandy Alvarado**  
Garden Grove, CA 92843

**5425. Trinidad Jensen**  
Garden Grove, CA 92843

**5426. Michael Conley**  
Garden Grove, CA 92843

**5427. Kris Head**  
Garden Grove, CA 92843

**5428. Shalimar Wijay**  
Garden Grove, CA 92844

**5429. Timothy Davis**  
Garden Grove, CA 92845

**5430. Karen Basich**  
Garden Grove, CA 92845

**5431. Janet Hoover**  
Garden Grove, CA 92845

**5432. Tristan Dunker**  
Garden Grove, CA 92845

**5433. Geoffrey Collins**  
Garden Grove, CA 92845

**5434. John Harris**  
Garden Grove, CA 92846

**5435. RICHARD MONROE**  
Norco, CA 92860

In the 30 years we have lived in our home, the air has gone from sheep being driven up the road for weed control, to the smell of diesel fuel and exhaust of gas powered vehicles 24 hours a day. Lack of sleep with the constant noise, Oder, and no longer being able to open a window



has made us prisoners of what was a rural community, can you help? Make rules and enforce them to reduce the reengining and lax reduction of particulates. Thank you for my family.

**5436. Elizabeth Roberts**

Norco, CA 92860

**5437. Sidney Trader**

Norco, CA 92860

**5438. Nan Scott**

Norco, CA 92860

**5439. Patricia Rand**

Villa Park, CA 92861

I want my children and their children to have healthy air.

**5440. Mariano Urbani**

Villa Park, CA 92861

**5441. Gina Anson**

Orange, CA 92863

BEES MUST BE SAVED! This world cannot live without them!! Stop the Killing!

**5442. Tyler Johnson**

Orange, CA 92865

**5443. Shawn Murray**

Orange, CA 92865

**5444. Sheryl Tovo**

Orange, CA 92865

**5445. Brittany Matsushita**

Orange, CA 92865

**5446. Kristen Norton**

Orange, CA 92866

It is important that everyone is able to breathe safe, clean air.



# SIERRA CLUB

**5447. Robyn Class**

Orange, CA 92866

**5448. Jeff Hathaway**

Orange, CA 92866

**5449. Patricia Ferner**

Orange, CA 92866

**5450. Staniorski Roxanne**

Orange, CA 92866

**5451. Rodrigo Dominguez**

Orange, CA 92866

**5452. Linda Cook**

Orange, CA 92867

Our planet needs our help to be healthy and happy.

**5453. Teodoro Villareal**

Orange, CA 92867

This issue matters to me because we should have clean and breathable air for our future generations. We should not do actions that could ruin the future of our children.

**5454. Roxanne Staniorski**

Orange, CA 92867

**5455. David Chittenden**

Orange, CA 92867

**5456. Margaret (greta) Kelsey**

Orange, CA 92867

**5457. Ms. Courtney**

Orange, CA 92867

**5458. Katherine Gramoglia**

Orange, CA 92867



**5459. Leilani Dicato**

Orange, CA 92868

**5460. Ray McInnis**

Orange, CA 92868

**5461. Ms Sharon Ohara**

Orange, CA 92868

**5462. BJ Lee**

Orange, CA 92868

**5463. Susie Vanderlip**

Orange, CA 92869

California is experiencing the impact of global warming faster than any other state. Our air will be impacted more and more. Increasing number and severity of fires contributes to bad air in California. We need to do EVERYTHING we can to mitigate carbon that heats up our planet and threatens our beautiful state. I am a native Californian, born in 1950 and am very cognizant of the incredible resources in our state as well as the devastating changes due to global warming we are now experiencing. Zero emission vehicles is essential to a strong economy and healthy communities.

**5464. Rita Robinson**

Orange, CA 92869

We've gone too far already so we need to take action now for our planet, our children and ourselves!

**5465. Jennifer Gundlach**

Orange, CA 92869

While I understand that wide-spread travel and the transportation of goods has contributed to a better economy, I also understand that it's come with a cost--and it's a cost I'm not certain we should accept. Investments in clean air and clean technology are important and innovations should be rewarded. Toward that end, let's try to find some common ground with package carriers and other travel-related companies to ensure better air quality for everyone.

**5466. Steve Baringer**

Orange, CA 92869

**5467. Michelle Haddy**



# SIERRA CLUB

Orange, CA 92869

**5468. Elizabeth Bond**

Orange, CA 92869

**5469. Gayle Fisher**

Orange, CA 92869

**5470. Judith Dugan**

Orange, CA 92869

**5471. Lori Gembka**

Orange, CA 92869

**5472. Barbara Greenleaf**

Placentia, CA 92870

**5473. Hung Tao Lau**

Placentia, CA 92870

**5474. Sonya Chan**

Placentia, CA 92870

**5475. Lou Ann Steinwand**

Placentia, CA 92870

**5476. Crystal Govea**

Placentia, CA 92870

**5477. Sylvia Joesink-Mandeville**

Placentia, CA 92870

**5478. Jason Watts**

Placentia, CA 92870

**5479. Tom De Marti**

Placentia, CA 92870

**5480. Alyssa Berlino**



Corona, CA 92878

The air we breathe knows no income level, race, or sect. It affects everyone and everything. Day after day we wake up in what should be one of the most beautiful states to inhabit yet we can barely see our local hills and mountain ridges due to the heavy smog created by the emissions of combustible engines. Big industries are responsible for a substantial portion of those emissions and we must start taking greater strides toward holding the industries responsible accountable for their actions. Please help us all by creating laws and initiatives to work with these industries to help significantly reduce emissions. Make our air cleaner to breathe. Reduce greenhouse gas emissions and let us enjoy the beauty that California has to offer, don't hide it behind a thick screen of exhaust. Thank you.

**5481. Heidi Bean**

Corona, CA 92879

**5482. Claudine Custodio**

Corona, CA 92879

**5483. Shay J**

Corona, CA 92879

**5484. David Arreola**

Corona, CA 92879

**5485. Adam Siler**

Corona, CA 92880

I understand that businesses need to operate to keep money coming in and people with jobs, but there is a better way to make sure our future is protected and children have the same chances we had. There are cleaner options available, we all know that and yes they cost money to make those changes. But isn't keeping people healthy enough to work the same as investing in those companies and the future growth of those companies? It is and its up to all of us to do our part. I know the correct decision will be made to make our world a better place. It just takes you to take that one step in the right direction. I believe you can do that. Please help us clean up our air quality in southern California. Thank you

**5486. Mercedes Siler**

Corona, CA 92880

Please. So my children can have children.

**5487. Ana Perez**



Corona, CA 92880

This matters to me because I believe everyone deserves the right to clean air and it's pers to me because I have family that live there and it's scary knowing the air that they are breathing 24/7 isn't clean and is dangerous and causing health issues

**5488. Barbara Poissant**

Eastvale, CA 92880

**5489. Jonathan Gehoski**

Corona, CA 92880

**5490. susanne berntsson**

Eastvale, CA 92880

**5491. Marilyn Clawson**

Corona, CA 92881

We all need our sir to be clean and breathable

**5492. Alec Arbizo**

Corona, CA 92881

**5493. Diana Thimas**

Corona, CA 92881

**5494. Keith Lum**

Corona, CA 92882

Clean air for all breathing beings.

**5495. Elizabeth Carmichael**

Corona, CA 92882

Our air quality is critical to wellness. I'm old enough to remember brown skylines. Completely brown. It took years to undo. Please let's not return to those days. It was depressing to drive anywhere. Just being outside should not effect health adversely. Please. We may not be able to reverse it this time.

**5496. Lisa Siebelink**

Corona, CA 92882

Please take action to protect the air. My four children are all affected by air pollution and can't enjoy being outside on poor air quality days.



# SIERRA CLUB

**5497. Ivan Avila**

Corona, CA 92882

Zero emissions should be the standard for our future children.

**5498. Kaelan Shannon**

Corona, CA 92882

**5499. Violeta Shay**

Corona, CA 92882

**5500. Tonya Cockrell**

Corona, CA 92882

**5501. Elizabeth Carmichael**

Corona, CA 92882

**5502. Carlos Saco-Vertiz Deza**

Corona, CA 92882

**5503. Eileen Vigiletti**

Corona, CA 92882

**5504. Christina Garcia**

Corona, CA 92882

**5505. Umar Ahmed**

Corona, CA 92882

**5506. Mireya Soto**

Corona, CA 92882

**5507. Kassidy Marques**

Corona, CA 92882

**5508. Sandra Davis**

Corona, CA 92882

**5509. Dennis Wortham**





Corona, CA 92883

I am 73 years old. I remember the 50's and 60's when the air was brown and you couldn't see the mountains. It was even hard to breathe on the worst days. Please don't go back to those days.

**5510. Jan Hansen**

Corona, CA 92883

I'm a proud owner of a Nissan Leaf and I live in the SCAQMD. Please hold ports and warehouses responsible for reducing the pollution they emit. Thank you.

**5511. April Toller**

Temescal Valley, CA 92883

**5512. Malia Andress**

Corona, CA 92883

**5513. William Watkins**

Corona, CA 92883

**5514. Peggie Kirkpatrick**

Yorba Linda, CA 92886

Every living thing needs to breathe.

Please do all you can to clean the air for all. Thank you.

**5515. Elizabeth Hecker**

Yorba Linda, CA 92886

**5516. Dana Paquin**

Yorba Linda, CA 92886

**5517. Danny De Yo**

Yorba Linda, CA 92886

**5518. Judy Kanarek**

Yorba Linda, CA 92886

**5519. Nancy Smith**

Yorba Linda, CA 92886



**5520. Randall Cox**

Yorba Linda, CA 92886

**5521. Robert Levine**

Yorba Linda, CA 92886

**5522. Ezra Snider**

Yorba Linda, CA 92886

**5523. Patricia Wong**

Yorba Linda, CA 92887

I can't bear to leave behind the pollution I contributed to without making some efforts now.

**5524. Scott Greene**

Yorba Linda, CA 92887

**5525. Kory Kominek**

Yorba Linda, CA 92887

**5526. Jan Dietrick**

Ventura, CA 93001

The tailpipe pollution that makes me sick is in and out of the Ventura Oilfield which is probably nothing compared to some neighborhoods. I am also concerned about road dust even from EVs -- particularly cadmium. My husband and I discovered our cadmium levels in hair analysis are off the chart from living 400 feet from a freeway.

**5527. Laurel Brewer**

West Hollywood, CA 93021

**5528. Bella Slosberg**

Ojai, CA 93023

**5529. Elisabeth Lamar**

Oxnard, CA 93033

**5530. Stephen Anderson**

Simi Valley, CA 93063

I live in southern California and I have been coughing for a very long time.



# SIERRA CLUB

**5531. Brett Louis**

Simi Valley, CA 93063

Please let us breathe cleaner air.

**5532. Gary Sibley**

Simi Valley, CA 93063

**5533. tami mccready**

simi valley, CA 93063

**5534. Susan Price**

Simi Valley, CA 93063

**5535. Andrea Chraft**

Simi Valley, CA 93063

**5536. Sandra Harper**

Simi Valley, CA 93063

**5537. tamara mccready**

Simi Valley, CA 93063

**5538. Lee Backus**

Simi Valley, CA 93063

**5539. Ronald Partridge**

Simi Valley, CA 93063

**5540. Susan Davenport**

Simi Valley, CA 93063

**5541. Marie Mason**

Simi Valley, CA 93063

**5542. Nancy Grant**

Simi Valley, CA 93063

**5543. Diana Shycoff**

Simi Valley, CA 93063



# SIERRA CLUB

**5544. Penelope Prochazka**

Simi Valley, CA 93063

**5545. Gary Sibley**

Simi Valley, CA 93063

**5546. Jennifer Apodac**

Simi Valley, CA 93063

**5547. Joe Ayala**

Simi Valley, CA 93063

**5548. Annette Cleary**

Simi Valley, CA 93063

**5549. Katae Long**

Simi Valley, CA 93063

**5550. Sophia Santitoro**

Simi Valley, CA 93065

**5551. Sophia Santitoro**

Simi Valley, CA 93065

**5552. Celeste Anacker**

Santa Barbara, CA 93105

**5553. Henry Weinberg**

Santa Barbara, CA 93110

**5554. Danielle Richardson**

Rialto, CA 93276

**5555. Renee Hinkson**

Bakersfield, CA 93301

My mother lived her entire life in California. In 2013 she died at the young age of 64 a year after being diagnosed with stage IV lung cancer...never a smoker. Our air quality needs to be prioritized as a long term public health issue!



# SIERRA CLUB

**5556. Kristi Snook**

Bakersfield, CA 93304

**5557. Veronica Lenhart**

SN LUIS OBISP, CA 93401

All companies need to be applying better regulations to their production of materials in order to mediate harmful emissions. It's a human's right to live in a breathable air space. All people deserve the best environment for their health

**5558. Marni Lynn Ager**

San Luis Obispo, CA 93403

**5559. Jonathan Hildner**

Palm Desert, CA 93405

**5560. Chloe Comstock**

San Luis Obispo, CA 93410

**5561. Ken Meersand**

Pismo Beach, CA 93448

Get dirty trucks off the road!

**5562. Kenneth Meersand**

Shell Beach, CA 93448

We need clean energy supported NOW!

**5563. Kathy Kinsman**

Santa Ynez, CA 93460

**5564. Carol Cunningham**

Mojave, CA 93501

**5565. Randall Stiff**

Acton, CA 93510

**5566. Andrea Thamm**

Acton, CA 93510



**5567. Ricardo Wheeler**

Acton, CA 93510

**5568. Jan Rhoades**

Bishop, CA 93514

**5569. Linda Schulz**

Lake Hughes, CA 93532

**5570. Dale Butchart**

Lancaster, CA 93534

Please act on this petition and make some immediate changes to protect the lives of our children and of wildlife who all need clean air for healthy living.

**5571. Gwendylon Turner**

LANCASTER, CA 93535

While I believe California's air quality has improved over previous decades of smog infested skies; there's still much work to be done. My 18 y/o grandnephew, a stomach cancer survivor since 1 1/2 years old, has 1 lung and one kidney. He graduates high school on 4 June 2021, and desires a job so he can eventually live on his own. He desperately needs the cleanest air possible, to ensure his ONLY lung can amply support his respiratory system.

**5572. Kae Bender**

Lancaster, CA 93536

My granddaughter and I both have asthma. We don't need more pollutants in the SoCal air we breathe. We encourage you to adopt the strongest measures to ease the particulates and CO2 and methane that we breathe.

**5573. Christina Moore**

Lancaster, CA 93536

**5574. Dee Hunter**

Little Rock, CA 93543

**5575. Therese Ryan**

Palmdale, CA 93550

**5576. Maryl Gray**

Palmdale, CA 93551



# SIERRA CLUB

**5577. Tania Sedano**

Palmdale, CA 93551

**5578. Leslie Ramirez**

Palmdale, CA 93552

**5579. Valerie Lane**

Ridgecrest, CA 93555

**5580. Stanley Chassagne**

Ridgecrest, CA 93555

**5581. Steve Doorenbos**

Ridgecrest, CA 93555

**5582. Iliana Lopez**

Palmdale, CA 93591

**5583. Chalon Whyte**

Carmel Valley, CA 93924

Clean air is of major importance to the health of all citizens.

**5584. Robert Feist**

Robert, CA 93940

**5585. Amber Pollok**

Daly City, CA 94015

**5586. Shannon Healey**

Menlo Park, CA 94025

**5587. Prashanth Mundkur**

Menlo Park, CA 94025

**5588. Flor Murray**

PACIFICA, CA 94044

**5589. Glenna Dowling**



San Francisco, CA 94115

**5590. Eli Saddler**

San Francisco, CA 94117

**5591. Jane Calame**

San Francisco, CA 94118

**5592. Ellen Koivisto**

San Francisco, CA 94122

Yeah, breathing -- not really overrated.

FIX IT FINALLY!!

**5593. Janet Walworth**

Palo Alto, CA 94302

As a person of faith, I am deeply concerned about what humans have done to the earth. As a grandmother, I want clean air.

**5594. Howard Cohen**

Palo Alto, CA 94306

**5595. michelle brown**

alamo, CA 94507

**5596. David McCoard**

EL CERRITO, CA 94530

**5597. Sara Kinsey**

El Cerrito, CA 94530

**5598. parul sharma**

Fremont, CA 94555

**5599. Maddie Klungel**

Napa, CA 94558

**5600. Julia Adkins**

Napa, CA 94559





WE need to continue working toward cleaner air, water and land for the sake of all life on earth.

**5601. Stacy Nepacena**

Newark, CA 94560

**5602. Bryan Todd**

Pinole, CA 94564

**5603. Kay L.**

San Leandro, CA 94577

Our air doesn't get cleaner when wildfires burn. Adding that pollution into what we already have is an overload of poor air quality. You need to step up and do everything possible to protect our air.

**5604. Caephren Mckenna**

Oakland, CA 94610

**5605. California friend Last\_\_california**

Berkeley, CA 94702

**5606. first\_california last\_california**

Berkeley, CA 94702

**5607. California friend Last\_\_california**

Berkeley, CA 94702

**5608. Leslie Aguayo**

Berkeley, CA 94705

**5609. Regina Stefaniak**

Berkeley, CA 94708

Polluted air makes my nose bleed.

**5610. Eleanor Anderson-Miles**

Topanga, CA 94804

**5611. DENNIS PETTET**

Bel Tiburon, CA 94920



# SIERRA CLUB

**5612. Robert Ortiz**  
Novato, CA 94945

**5613. Michelle Kemp**  
Novato, CA 94949

**5614. Jason Li**  
Cupertino, CA 95014

**5615. M. Virginia Leslie**  
Milpitas, CA 95035

**5616. Virginia Leslie**  
Milpitas, CA 95035

**5617. Erica Ball**  
Morgan Hill, CA 95037

**5618. Richard Vanella**  
Morgan Hill, CA 95037

**5619. David Bezanson**  
Santa Cruz, CA 95060

**5620. Larry Blood**  
Santa Cruz, CA 95060

**5621. Richard Gallo**  
Santa Cruz, CA 95062

**5622. Krithi Sankar**  
Saratoga, CA 95070

**5623. Ashton Galloway**  
San Jose, CA 95123

**5624. Ritesh Gudla**  
San Jose, CA 95124



# SIERRA CLUB

**5625. Annie Belt**

San Jose, CA 95126

**5626. Barry Signoretti**

San Jose, CA 95129

**5627. Bonnie Wassmer**

Lathrop, CA 95330

**5628. Jim Spooner**

Manteca, CA 95337

**5629. Janice Parker**

Sonora, CA 95370

**5630. Terrie Baduini**

TRACY, CA 95377

**5631. Judith Hoaglund**

Santa Rosa, CA 95401

**5632. Jonathan Kopshever**

Santa Rosa, CA 95405

**5633. Deb Dearing**

Santa Rosa, CA 95409

**5634. Valerie Nordeman**

Laytonville, CA 95454

**5635. Carol Starkey**

Windsor, CA 95492

I have asthma and need clean air to breathe!

**5636. Nadia Lynn**

McKinleyville, CA 95519

My heart will always be in the southern californian valleys that raised me, but my lungs needed to move north. The air pollution is killing us.



**5637. Nancy Walker**

Arcata, CA 95521

**5638. Michele Witt**

Riverside, CA 95602

Breathing matters for those of us living in SoCal as much as anyone; the air changed the way we live down here. If I had a guess I'd even say we might live less having had to move to here. The air quality is scary; where do we buy breathing gear btw?

**5639. Katherine Garcia**

Davis, CA 95618

**5640. Peter Durkee**

RIO LINDA, CA 95673

Please stop this correctable pollution.

**5641. Amanda Vardan**

Elk Grove, CA 95757

**5642. Devon L'Ecluse**

Sacramento, CA 95838

Without immediate and aggressive action to eliminate emissions, we put our children and planet at risks.

**5643. Gale Miller**

Marysville, CA 95901

Because I live in California and my throat and lungs Burn ever since the paradise fire, and I'm tired of breathing dirty air! Trying to move back to Washington! Where I did not have these problems! ?

**5644. Daneva Marshall**

Oroville, CA 95966



**SIERRA  
CLUB**

## Clerk of Board

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**From:** Donna Duperron <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 3:26 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board,

21 APR 29 P3 57

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward ability. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.
6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Donna Duperron  
donna@torrancechamber.com  
3480 Torrance Blvd., Suite 305 Torrance, CA 90503 Constituent

## Clerk of Board

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**From:** Douglas Williams <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 1:35 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board,

21 APR 29 P3:57

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Douglas Williams  
douglasw@williamsdatamanagement.com  
1925 East Vernon Avenue Los Angeles, CA 90058 Constituent

## Clerk of Board

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**From:** Gene Zarrillo <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 3:57 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

21 APR 29 P3:58

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Gene Zarrillo  
gene.zarrillo@huhtamaki.com  
4209 Noakes St Commerce, CA 90023 Constituent



## Clerk of Board

---

**From:** Joanne McClaskey <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 1:39 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

21 APR 29 P3:57

Dear Members of the AQMD Board,

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Joanne McClaskey  
joanne@industrybc.org  
15651 Stafford Street City of Industry, CA 91744 Constituent

## Carole Wayman

---

**From:** Clerk of Board  
**Sent:** Tuesday, April 27, 2021 1:31 PM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**From:** Jordan Kort [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Tuesday, April 27, 2021 1:26 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Jordan Kort  
jordan@whatkidswant.net  
19428 Londelius St Northridge, CA 91436 Constituent

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April 28, 2021

Attention:

Faye Thomas Clerk of the Boards cob@aqmd.gov

Nancy Velasquez Governing Board Liaison nvelasquez@aqmd.gov

**Staff**

**Cynthia Babich**

*Director*

South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar 91765

**Board of Directors**

**Florence Gharibian**

*Board Chair*

Board Members,

**Cynthia Medina**

*Board Member/Resident*

Regarding: **Indirect Source Rule for Warehouses**

**Jan Kalani**

*Homeowner/Resident*

**The Del Amo Action Committee enthusiastically supports the passage of the indirect source rule for warehouses. We see this approval as a first and important step in reducing the impact of warehouse air pollution on the quality of life of people living and working in the South Coast Air Quality Management District.**

**Bruce Bansen**

*Homeowner/Resident*

**Emeritus Board**

**Lizabeth Blanco**

*Homeowner/Resident*

Air pollution is not the only impact community's face with warehouses. Many of the warehouses operate 24 hours a day. People living near them are faced with noise and constant activity, trucks going in and out, fork lifts moving goods, employees arriving and departing at all hours. Absolutely no benefit is gained by neighboring residential areas from the warehouses. It is our understanding that the jobs at warehouses are primarily part time with very limited benefits.

**Lydia Valdez**

*Homeowner/Resident*

**In Memoriam**

**Nick Blanco**

*Homeowner/Resident*

Beyond doubt warehouses don't make good neighbors and the warehouse owners don't care. Planning agencies may impose conditions on warehouses during the permitting process. In our experience little is done when the warehouses don't comply with those requirements.

**Barbara Stockwell**

*Homeowner*

**Brenda Bibee**

*Board Member*

Community Benefit Agreements on behalf of the communities where warehouses are located are needed. We recommend the convening of a work group with community members to begin an effective process for the development of Community Benefit Agreements. Will the rule have the flexibility for giving credit to the warehouses when a Community Benefit Agreement is complete?

Agreement is complete?

We don't understand why anyone is objecting to the installation of air filtering in schools being included as a credit a warehouse could achieve by complying with the indirect source rule. Why is that even under debate?

In the last SCAQMD Board meeting Chairman Burke mentioned his efforts to encourage the AQMD staff to more seriously consider the multiple benefits of solar energy in many areas of their work. Large monolithic warehouses provide an excellent roof landscape for solar energy. This application

is a proven and effective method to move away from other forms of energy. It is our understanding that warehouses are often not air conditioned. This makes working in a warehouse in the summer miserable. Perhaps solar energy would enable better air conditioning of warehouses. Certainly, the installation of solar would reduce air pollution from other forms of energy.

We are also asking for more careful review of CEQA documents associated with these facilities. For example, a mitigated negative declaration calls for steps to reduce the environmental harm of a warehouse. Are those steps monitored to ensure compliance? We don't think they have been.

It must be acknowledged that the planning departments in the jurisdiction where a warehouse is proposed or located have a critical role. All the environmental regulatory agencies we work with take a hands-off approach to land use planning. This is unfortunate. Environmental regulatory agencies should work in consort with land use planning agencies. This is particularly important for projects proposed which will be embedded in disadvantaged communities. New developments in areas with incompatible land uses, especially in disadvantaged communities, must be prohibited. Businesses and industries located in these communities should be carefully monitored and any environmental violation should result in significantly greater fines.

The South Coast Air Quality Management District scale is out of balance. The first step in rule making is an attempt to reach agreement with the regulated community, refineries, metal finishers, warehouses owners and operators and their representatives. Reaching agreement often requires work group meetings. Attending all of the meetings is often a difficult task for community representatives. The representatives for industries are paid consultants and lawyers, often slick talkers with the goal to create doubt and imply onerous threats if a rule gets approved by the governing board. It is a time consuming and resource intensive task preparing a draft rule to the next step, where it is considered by the Board

We have been attending almost all of the meetings around this rule and have made several observations. The SCAQMD Board members are thoughtful and sincere. They work very hard to understand the rules and policies they are considering and that is a big job! In the background though is the potential concern that if they step out aggressively in favor of a rule being fought by industry it may be harmful to their career success.

The SCAQMD staff is professional, smart, capable and truly amazing. They work in a dynamic and changing environment. Their work requires understanding complex industrial processes and the air pollution harm those processes may create. It requires riding the political wind and attempting to avoid career limiting action. Their morale and attitude about their work must be recognized. It must be significantly demoralizing when a rule or other work product is dismissed by the SCAQMD Board. It must be tough to accept that all the work you've done has not accomplished its goal.

A higher bar needs to be set and a clearer leadership messages are needed. The SCAQMD represents the people in the South Coast District. The people most impacted by air pollution must come first. The all-abiding question in every work product and decision must be does this work serve those affected most seriously by air pollution and its associated health impacts? The Board must answer yes to this question first and with sincerity, knowledge and an understanding of the consequences when making a decision. When a Board member says, "I make a motion" it should include "on behalf of the people living and working in the South Coast Air Quality Management District" reinforcing this priority. If a question is raised in regard to the truth of this statement, it has to be answered.

There is a critical need to protect the health of community's with severe air pollution burdens and to create rules that decrease the harms already being incurred. Our breathing space must be protected. Parents all too often experience life threatening situations with their children's asthma and COPD in our elders. People living in these communities live in crisis mode. One day at a time living is a reality. These are the people you need to help.

Please vote in favor of the warehouse rule on behalf of the people you represent.

Respectfully,  
Florence Gharibian and Cynthia Babich  
Del Amo Action Committee

***When you debate with a person about something that affects them more than it affects you remember that it will take a much greater emotional toll on them than on you. For you it may seem like an academic exercise, for them it feels like revealing their pain only to have you dismiss their experience and sometimes their humanity. The fact that you might remain calm under these circumstances may be a consequence of your privilege not increased objectivity on your part. Stay humble.***

## Clerk of Board

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**From:** Mark W. Wilbur <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 2:25 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

21 APR 29 P3 57

Dear Members of the AQMD Board:

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward ability. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.
6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules. Please STOP proposing changes that continue to have businesses looking to move elsewhere!

Sincerely,  
Mark W. Wilbur  
mwilbur@employersgroup.com  
400 Continental Blvd, Suite 300 El Segundo, CA 90245 Constituent

## Carole Wayman

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**From:** Clerk of Board  
**Sent:** Tuesday, April 27, 2021 7:28 AM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**From:** Melinda Andrade [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Monday, April 26, 2021 2:58 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board;

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

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6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,

Melinda Andrade

[melinda@toddpriest.com](mailto:melinda@toddpriest.com)

1005 E. Las Tunas Avenue, #542 San Gabriel, CA 91776 Constituent

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## Clerk of Board

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**From:** Pat Anderson <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 1:35 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

21 APR 29 P3 57

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,

Pat Anderson

exec@lacanadaflintridge.com

One Civic Center Drive, Suite A La Canada Flintridge, CA 91011 Constituent

## Carole Wayman

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**From:** Pat Donohoe <PatD@bay-cities.com>  
**Sent:** Tuesday, April 27, 2021 1:34 PM  
**To:** COB  
**Subject:** COMMENTS ON PROPOSED RULE 2305 (WAREHOUSE INDIRECT SOURCE RULE)

April 27, 2021

Chair William Burke and Governing Board Members  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, California 91765-4178

**Re: OPPOSITION TO PROPOSED RULE 2305 (WAREHOUSE INDIRECT SOURCE RULE)**

Dear Mr. Burke and Governing Board Members,

Currently, there are pending changes concerning air quality regulation that are due to be voted on by you. As a business that relies on affordable warehouse space, we are deeply concerned what potential impacts Rule 2305 will have to our operating expenses. If Rule 2305 passes it will result in increased property taxes and consequently, higher overhead operating expenses creating economic hardship in an already difficult economic climate. Currently in our lease, we as the Tenant, are responsible for any resulting increases in taxes imposed through this new Rule.

We are very concerned about the potential negative impacts on the warehousing/logistics sector by the South Coast Air Quality Management District. We are reaching out to you today to encourage you to reconsider the implementation of Rule 2305. Although we are also concerned with improving the air quality in Southern California, this Rule could deeply hurt our business and effectively our employees. In consideration of this, we believe this proposed rule is outside the authority of the local air district and it is not mission driven as it has no sunset date. Furthermore, it is poorly written, fails to understand the dynamics of the goods movement sector, and includes an arbitrary menu of options and credits. Furthermore, the rule has questionable projections on any actual emission reductions it will achieve. Additionally, it will impose significant administrative and mitigation expenses. As written, this rule is in essence a tax on the warehousing sector.

While we understand Rule 2305 is well intended, we believe it will cause significant harm to our business for the reasons mentioned above. As such, we respectfully request that you oppose Rule 2305, as the potential damages to our business, and businesses like ours, across Southern California could be economically devastating, particularly when considering the financial hardships many business owners are already experiencing due to COVID-19 related closures, delays and ordinances.

Thank you in advance for your time and consideration.

Signed:

Pat Donohoe  
President & CFO

**Pat Donohoe**

*President and CFO*



5138 Industry Avenue, Pico Rivera, CA 90660  
p: 562.551.2921 | m: 310.493.6133  
[www.bay-cities.com](http://www.bay-cities.com) | [patd@bay-cities.com](mailto:patd@bay-cities.com)



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## Clerk of Board

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**From:** Peter Hoffman <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 3:21 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

21 APR 29 P3:57

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
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6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Peter Hoffman  
phoffman@sierracars.com  
1450 S. Shamrock MONROVIA, CA 91016-1630 Constituent

## Clerk of Board

---

**From:** Robert Evans <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 1:42 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

21 APR 29 P3:57

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,

Robert Evans

rob@naiopie.org

25241 Paseo de Alicia, Suite 120 Laguna Hills, CA 92653 Constituent

## Clerk of Board

---

**From:** Robert Taylor <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 2:33 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

21 APR 29 P3 57

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Robert Taylor  
robert@industrialcouncil.org  
6055 E Washington Blvd Ste 400 Commerce, CA 90040 Constituent

## Carole Wayman

---

**From:** Clerk of Board  
**Sent:** Wednesday, April 28, 2021 10:27 AM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** Shirley Price [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Wednesday, April 28, 2021 10:10 AM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board.,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Shirley Price  
shirleyprice@funrise.com  
7811 Lemona Avenue Van Nuys, CA 91405 Constituent

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## Faye Thomas

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**From:** Clerk of Board  
**Sent:** Friday, April 30, 2021 7:23 AM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We STRONGLY SUPPORT the Warehouse Indirect Source Rule

**From:** Sig Fried [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Thursday, April 29, 2021 6:17 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We STRONGLY SUPPORT the Warehouse Indirect Source Rule

Re: Rule 2305: We STRONGLY SUPPORT the Warehouse Indirect Source Rule

Dear Members of the AQMD Board:,

I am writing to you to express my DEEP SUPPORT to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses have no oversight or accountable to the communities they pollute. We need Clean Air, and we need to fight climate change. Prioritize Zero Emissions, no Fossil Fuels.

We are counting on you and holding you accountable to your vote.

Pass a Strong Warehouse ISR

Sincerely,  
Sig Fried  
sig.fried@gmail.com  
1710 Pier B St, Long Beach, CA 90813 Long Beah, CA 90813 Constituent

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## Clerk of Board

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**From:** Tracy Hernandez <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, April 29, 2021 3:28 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We SUPPORT the Warehouse Indirect Source Rule

Re: Rule 2305: We SUPPORT the Warehouse Indirect Source Rule

SOUTH COAST AQMD  
CLERK OF THE BOARDS

Dear Members of the AQMD Board:,

21 APR 29 P3:56

I am writing to you to express my support to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a much needed policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a major polluter to our region.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose a lenient stringency on warehouses that could be increased – otherwise the pollution and impacts from these warehouses will continue at the rates we've seen.
2. The ISR allows warehouses to use RNG equipment/technology as options for compliance – which is not at all appropriate and in line with the climate and air goals we need to meet. The equipment and vehicles the SCAQMD is asking warehouses to support should be zero emissions, which is in existence and being used by warehouses today.
3. The approximately 18 million people who live in Southern California experience some of the worst air quality in part due to the explosion of warehouses in the region as part of the goods movement system that negatively impacts working-class communities.
4. Warehouses jobs are mostly low-pay, temporary, and strenuous on the body. Workers are often silenced, abused, and fired for standing up for their rights and health. That warehouses and the logistics industry offer jobs lead to upward ability is a myth. These jobs are low-quality with low-pay for areas that are already economically depressed, and not uplifted by more poor wage jobs.
5. This rule has been delayed for too long. The rule making process has been in progress for several years. Any more delays are out of the question. In addition, having a sunset provision is a mistake given that the logistics industry is only projected to grow and thus we will see increased emissions. The rule should remove this provision.

For these reasons, and more, we SUPPORT Indirect Source Rules and ask for it to be strengthened.

Sincerely,  
Tracy Hernandez  
thernandez@bizfed.org  
6055 E Washington Blvd. Suite 1005 Commerce, CA 90040 Constituent

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## Faye Thomas

---

**From:** Clerk of Board  
**Sent:** Friday, April 30, 2021 7:23 AM  
**To:** Faye Thomas; Carole Wayman  
**Subject:** FW: Rule 2305: We support the Warehouse Indirect Source Rule

**From:** yassamin kavezade [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Thursday, April 29, 2021 6:28 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We support the Warehouse Indirect Source Rule

Re: Rule 2305: We support the Warehouse Indirect Source Rule

Dear Members of the AQMD Board:,

I am writing to you to express my support to the adoption of Rule 2305 (Indirect Source Rule).

support the indirect source rule, people ! ! ! warehouses pollute and require accountability.

Sincerely,  
yassamin kavezade  
yaskav91@gmail.com  
27 BARGEMON NEWPORT COAST, CA 92657-0134 Constituent

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"Promoting Jobs in a Competitive Business Climate"





Chair Ben Benoit and Governing Board Members  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

Sent via Email

**Re: Additional Comments on Draft Rule 2305**

Dear Chair Burke and Governing Board Members:

The 45 undersigned organizations believe there are numerous unanswered questions and concerns regarding PR 2305, and, therefore, we cannot support the rule as proposed. We will not review all of the issues that have been raised in the many letters you have received, but we do want to take this opportunity to focus on the obvious legal issues that exist, and the fact there is no data to support the claims this rule will achieve any emission reductions.

**The Mitigation “Fee” is an Illegal Tax**

In 2010, Californians approved Proposition 26 to keep government agencies like the SCAQMD from using the “fee” loophole to approve taxes. It is also important to note the SCAQMD is the one who bears the burden of proving it is not a tax.

Proposition 26 states that government activity funded by a legitimate fee must benefit only the taxpayers that pay the charge – think of things like permit fees, license fees, or

trash service charges. Activity benefiting entire communities, and charges that pick winners and losers, are not evenly distributed and therefore constitute a tax.

The district's charge would apply to a limited subset of taxpayers – those that operate warehouses above a specific size – and the payers would not receive any specific benefit. That is a tax.

### **The SCAQMD Does Not Even Have Legal Authority to Adopt the Rule**

The District has identified no law that expressly grants it authority to adopt an ISR that regulates existing sources. Under Federal law an ISR is defined as “the **facility-by-facility review** of indirect sources of air pollution, including such measures as are necessary to assure . . . that a **new or modified indirect source** will not attract mobile sources of pollution” that would cause or contribute to an exceedance of or prevent the maintenance of a National Ambient Air Quality Standard (“NAAQS”). 42 U.S.C. § 7410(a)(5)(D) (emphasis added). The EPA expressly understood this to apply to the evaluation of indirect sources “effects on air quality prior to their construction and modification.” 38 Fed. Reg. 9599 (1973) Nowhere does federal law allow the SCAQMD to develop an ISR like PR 2305 that applies to existing sources and does not look at each facility individually .

There is also no authority under State law that allows the SCAQMD to adopt PR 2305. The statute that provides the SCAQMD with limited ISR authority only references authority for indirect source controls for “any **new source** that will have a significant effect on air quality in the South Coast Air Basin.” HSC § 40440(b)(3) (emphasis added). Thus, the Legislature did not grant the District authority to require existing, unmodified sources to comply with an indirect source control program. It is interesting that SCAQMD staff does not even make a reference to Section 40440 in their attempt to claim there is legal authority to adopt PR 2305.

The SCAQMD staff effort to claim PR 2305 is legal relies primarily on the case of *California Building Industry Association v. San Joaquin Valley Unified Air Pollution Control District* (2009) 178 Cal.App.4<sup>th</sup> 120. Yet, the ISR at issue in that case only applied to new or modified development projects, and the rule takes a facility by facility approach. PR 2305 does not do either.

### **There is no Data to Support Any Claim the Rule Will Decrease Emissions**

Unfortunately, many have been led to believe the ISR will result in emissions reductions. Yet, in the response to comments section of the Environmental Assessment (EA) the SCAQMD staff set out in writing that there is no such data to support any claim of emissions reductions. Staff wrote;

**“Potential changes in NO<sub>x</sub> and DPM concentrations would be speculative and have not been calculated** as the underlying assumptions needed to conduct this analysis are too uncertain...” (emphasis added, Environmental Assessment (EA), C-41)



SCAQMD staff also commented on there being no data to support any claim of the rule achieving any ozone reductions. Staff wrote;

**“...ozone concentrations were not modeled. Ozone concentrations cannot be reasonably calculated for individual rules** given the many variables needed to conduct this regional modeling analysis. (Emphasis added, C-41)

The draft staff report also admits that “it is not possible” to determine the emissions impacts of the rule. So, instead of trying to determine any potential emissions reductions, staff came up with 19 “scenarios” and “...all 2,902 warehouses were assumed to only comply with a single scenario approach from 2022 through 2031. **No single scenario in this bounding analysis is expected to occur.**” (emphasis added, pg. 60). This clearly means that any supposed emission reduction “estimates” are based upon imaginary scenarios that will never happen.

We remain concerned that SCAQMD staff have not even attempted to evaluate the overlap between PR 2305 and the California Air Resources Board proposed Advanced Clean Fleets (ACF) rule. That rule will regulate the same emissions far more comprehensively and more effectively than PR 2305. The fact remains that once ACF is considered, PR 2305 cannot result in any real, surplus emissions reductions.

Even if one is to speculate that the ISR will minimally reduce emissions, as stated during the January 27, 2021 SCAQMD’s Scientific, Technical, & Modeling Peer Review Advisory Group meeting, such small quantities of NOx reductions will not be sufficient to decrease the ozone concentrations in the basin.

The fact this rule will not reduce ozone concentrations, and may even increase the ozone level, is proven by the pandemic induced events of March through May of 2020 when traffic dropped dramatically. This led to a significant reduction in NOx emissions, yet the ozone level actually increased. At best, staff is speculating the rule may get some minimal emissions reductions. If a much larger NOx reduction did NOT decrease the ozone level, and it actually increased, the science makes it clear this rule will not move the needle and also may make it worse.

There needs to be an overall plan to address the true science of the increase in ozone, not some incremental hope, for addressing the ozone issue. The science needs to lead us to a real plan, and that has not occurred to date.

### **Conclusion**

As mentioned, there are numerous other important outstanding issues that need to be resolved. Yet, even standing alone, we find it very difficult to understand how a rule can be brought forward for approval when there are obvious outstanding legal issues, and no data to support that it could achieve its stated purpose. This is a complex rule which has far reaching impacts, and is taking an approach that staff admits has never been attempted. Therefore, we believe it is vital to be sure the rule is legally sound and based upon solid data, technology, science and analysis which is currently not the case.

We thank the Board members for truly analyzing the legal and practical problems that exist with the rule.

Sincerely,

American Trucking Associations  
Association of California Recycling  
Industries  
Auto Care Association  
Building Owners and Managers  
Association  
California Beer and Beverage  
Distributors  
California Building Industry Association  
California Business Properties  
Association  
California Business Round Table  
California Distributors Association  
California Fuels and Convenience  
Alliance  
California Manufactures & Technology  
Association  
California Retailers Association  
California Small Business Alliance  
California Taxpayers Association  
California Trucking Association  
Carson Dominguez Employers Alliance  
CAWA – Representing the Automotive  
Parts Industry  
Chemical Industry Council of California  
Construction Industry Air Quality  
Coalition  
El Segundo Chamber of Commerce  
Engineering Contractors' Association  
Foreign Trade Association of Southern  
California

Greater Ontario Business Council  
Harbor Trucking Association  
Inland Empire Economic Partnership  
International Bottled Water Association  
Long Beach Area Chamber of  
Commerce  
Los Angeles Area Chamber of  
Commerce  
Los Angeles County Business  
Federation  
Majestic Realty  
NAIOP Inland Empire  
NAIOP SoCal  
National Retail Federation  
Orange County Business Council  
Pacific Merchant Shipping Association  
Pacific Mountain Logistics, LLC  
PactivEvergreen  
Quik Pick Express, LLC  
San Gabriel Valley Economic  
Partnership  
Southern California Leadership Council  
The Toy Association  
Valley Industry and Commerce  
Association  
Watson Land Company  
Western Aerosol Information Bureau  
Western Independent Refiners  
Association

Cc: Ian MacMillan  
Victor Juan



May 3, 2021

Members of the Governing Board  
South Coast Air Quality Management District (SCAQMD)  
21865 Copley Drive  
Diamond Bar CA 91765

**Re: Support for strengthening and adopting Proposed Rules 2305 and 316 (Warehouse Indirect Source Rule (ISR))**

Dear Chair Benoit and members of the SCAQMD Governing Board,

The Coalition for Clean Air supports the final approval of Rules 2305 and 316, the warehouse indirect source rule (ISR.). While the formal rulemaking process for the ISR began in 2016, the demand to address warehouse pollution stretches back decades. The South Coast Air Basin's persistent extreme nonattainment of the National Ambient Air Quality Standards (NAAQS) and the enactment of 2017's AB 617 stress the need for emission reductions from the goods movement sector.

While we support the final approval of Rules 2305 and 316, we urge SCAQMD to enact the strongest rule possible. A strong rule would be highly stringent, prioritize actions that result in emission reductions, and would not allow paper compliance. The proposed warehouse ISR has room for improvement on these points. We also repeat our call to consider local cumulative impacts on communities affected by the goods movement industry.

Our comments are below:

- **The proposed warehouse ISR will result in emission reductions, create localized benefits, and provide warehouses with flexible pathways to compliance.**

Southern California faces enormous air quality challenges due, in part, to the goods movement industry. Not only does the district fail to meet NAAQS and state standards for multiple air pollutants, but carcinogenic diesel particulate matter is the predominate air toxic contaminant in the region. As such, SCAQMD must use all "reasonably available control measures" to reduce emissions. (Calif. Health & Safety Code §40462(a).) AQMD staff projects the warehouse ISR will result in 1.5-3 tons per day (tpd) in NOx reductions. These reductions are not insignificant and will complement other regulations promulgated by the California Air Resources Board (CARB.) Additionally, transitioning away from diesel trucks will reduce the amount of toxic air contaminants plaguing Southern California. Lastly, the proposed ISR gives warehouses a large degree of flexibility in meeting compliance rather than mandating specific requirements.

- **The warehouse ISR is a key emission reductions strategy prioritized by four South Coast AB 617 Community Steering Committees. Further, members of all Year 1 and 2 communities identified warehouses as a threat to local air quality and health.**

The warehouse ISR is the most significant test of SCAQMD's commitment to AB 617. Four of the five Community Emissions Reduction Plans (CERPs) approved by SCAQMD and CARB include the warehouse ISR. Further, members of the Eastern Coachella Valley Community Steering Committee submitted a letter to SCAQMD expressing concerns about warehouse expansion. SCAQMD's failure to approve the warehouse ISR would call into question the district's commitment to AB 617. Additionally, failing to pass the warehouse ISR would set a bad precedent for other indirect sources, including railyards and ports.

- **The Governing Board should increase the rule's stringency from the currently proposed .0025 to .005. A more stringent rule would maximize emission reductions with negligible economic impact.**

The Warehouse Actions and Investments to Reduce Emissions (WAIRE) Points Compliance Obligation (WPCO) formula, which would determine the minimum number of points warehouses are required to earn, includes a "stringency" value. Three stringency values were discussed during the rulemaking process: .0001 (low), .0025 (medium) and .005 (high). Ultimately, SCAQMD staff chose the medium value, noting the low value was essentially pointless. Setting the stringency value to .005, however, would maximize emission reductions. IEC's economic analysis showed that, even at the highest projected cost, only 6 additional warehouses may relocate over baseline assumptions. Considering there are over 3,000 covered warehouses within SCAQMD territory, the economic impacts from increased stringency are, at worst, minimal.

- **Allowing warehouses to pay a mitigation fee in lieu of taking actions to reduce emissions resembles a pay-to-pollute system. SCAQMD must prioritize actual emission reductions over the mitigation fee. Additionally, SCAQMD must ensure custom WAIRE plans are, at minimum, as effective as the standard WAIRE menu.**

As proposed, warehouses that fail to earn enough points would have to pay a mitigation fee. This fee will help accelerate the purchasing and deployment of clean trucks and goods movement technologies. Further, the proposed ISR requires mitigation fee revenues to be spent locally where it was collected: in the communities near the warehouse. We support creating a new revenue stream to deploy clean vehicles and technologies. Similarly, we also support the requirement of spending this revenue in the areas surrounding the warehouse.

We are concerned, however, about the warehouses' ability to pay the mitigation fee in lieu of any emission reduction options. While the deployment of clean vehicles and technologies will reduce emissions, only concrete, localized actions will maximize community benefits. SCAQMD staff has emphasized that paying the mitigation fee in lieu of earning WAIRE points would be more expensive. While we appreciate these comments, the proposed rule does not address this concern adequately. Further, customized WAIRE plans, which warehouses can opt in to, should be just as effective as the standard WAIRE menu.

Lastly, we strongly disagree with the opponents' characterization of the mitigation fee as an illegal tax. The plain reading of Proposition 26 clearly allows the mitigation fee. Additionally, case law – including a case the United States Supreme Court refused to review, has upheld a similar mitigation fee. It is also worth noting the mitigation fee is entirely avoidable by earning WAIRE points.

- **WAIRE menu items should prioritize emission reductions rather than merely mitigate pollution exposure. The WAIRE menu should not include air filtration as an option.**

As currently proposed, installing air filtration systems are a WAIRE menu option. We believe, however, the WAIRE menu must prioritize actions that will reduce emissions rather than just masking it. While filtration systems will help reduce exposure to particulates in a building, that protection ceases once a person goes outside. Air filters do not reduce how much pollution is emitted into the air. Including filtration to be a WAIRE option, in essence, allows warehouses to take credit without controlling pollution. To be legally binding under the State Implementation Plan (SIP), the ISR cannot rely upon air filtration and must have measurable air pollution emission reductions. Lastly, the federal and state governments have made significant investments into school HVAC systems. Additional investment in filtration systems only dilutes the effect of the ISR.

The warehouse ISR, along with all Facility-Based Mobile Source Measurements, are important tools for cleaning Southern California's air. SCAQMD's socioeconomic analysis projects the ISR's particulate matter reductions alone will result in up to 40 fewer deaths, 600 fewer asthma attacks and up to 2,500 fewer lost workdays. Further, the warehouse ISR's public health benefits will save up to \$3.6 billion in public health costs. These public health benefits, coupled with the need to meet state and federal air quality legal requirements, justifies the warehouse ISR. These benefits also underscore the need for the strongest rule possible.

Sincerely,

A handwritten signature in black ink that reads "Christopher Chavez". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Christopher Chavez  
Deputy Policy Director

Cc:

Wayne Nastri, Executive Officer, SCAQMD  
Ian McMillan, Planning and Rules Manager, SCAQMD  
Victor Juan, Program Supervisor, SCAQMD

# WAREHOUSES, POLLUTION, AND SOCIAL DISPARITIES

*An analytical view of the logistics industry's impacts on environmental justice communities across Southern California*

*April 2021*

*Authored By:*

Ivette Torres, Environmental Science Researcher and Analyst and  
Anthony Victoria, Communications Advisor  
People's Collective for Environmental Justice

Professor Dan Klooster and his Environmental Studies 277 students at the  
University of Redlands

*This report is dedicated to the environmental justice communities of Southern California that continue to fight for clean air and environmental justice*

# ACKNOWLEDGEMENTS

We would like to express our gratitude to the organizations that provided information, insights, and moral support that made this analysis possible:

*The Sierra Club*

*Earthjustice*

*People's Collective for Environmental Justice*

*East Yard Communities for Environmental Justice*

*Warehouse Workers Resource Center*

*Partnership for Working Families*

*Teamsters Local 1932*

*Inland Congregations United for Change*

*Adrian Martinez*

*Yassi Kavezade*

*Andrea Vidaurre*

*Taylor Thomas*

*Michelle Ghafar*

*Regina Hsu*

*Carlo De La Cruz*

*Angie Balderas*

*Stephanie Torres*

*Xavina Walbert*

*Alexis Wilis*

*Professor Dan Klooster*



## EXECUTIVE SUMMARY

In collaboration with the University of Redlands, the People’s Collective for Environmental Justice (PC4EJ) used a collection of data to analyze the 3,321 warehouses above 100,000 sq.ft that fall in the South Coast Air Basin, which covers Los Angeles, Orange, Riverside, and San Bernardino counties. The regional board responsible for regulating air quality in Southern California—the South Coast Air Quality Management District (SCAQMD)—is considering adopting an Indirect Source Rule for warehouses in an attempt to address the air quality and health impacts associated with the goods movement industry. While warehouses do not produce pollution directly, the mobile sources of pollution they attract (the most notable of these sources being diesel trucks) contribute to the region’s high levels of smog and ozone<sup>1</sup> that have consequential impacts on the respiratory health of Southern California’s residents.

As the warehouse and logistics industry continues to grow and net exponential profits at record rates,<sup>2</sup> more warehouse projects are being approved and constructed in low-income communities of color and serving as a massive source of pollution by attracting thousands of polluting truck trips daily. Diesel trucks emit dangerous levels of nitrogen oxides and particulate matter that cause devastating health impacts including asthma, chronic obstructive pulmonary disease (COPD), cancer, and premature death. As a result, physicians consider these pollution-burdened areas ‘diesel death zones.’<sup>3</sup>

Using data sources from the SCAQMD and the California Office of Environmental Health Hazard Assessment’s CalEnviroScreen 3.0 tool, the following data sets were analyzed: warehouse location to a toxic facility (such as gas and oil facilities), warehouse location to e-commerce sales for 2020, warehouse location to schools, warehouse locations to traffic, and warehouse locations to a variety of other demographic variables.

It is important to note that maps with the aforementioned variables were not publicly available or accessible. Until now, no industry, research institution, or agency found it necessary to map warehouse locations with vital correlations to socio-economic demographics. It has been clear to many community members, advocates, and many others in the clean air and environmental

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<sup>1</sup> “State of the Air 2020” (American Lung Association ), <https://www.stateoftheair.org/assets/SOTA-2020.pdf>.

<sup>2</sup> “2020 North America Industrial Big Box Review & Outlook,” CBRE, <https://www.cbre.us/research-and-reports/2020-Industrial-Big-Box-Inland-Empire>.

<sup>3</sup> Tony Barboza, “Freeway Pollution Travels Farther than We Thought. Here’s How to Protect Yourself,” Los Angeles Times (Los Angeles Times, December 30, 2017), <https://www.latimes.com/local/california/la-me-freeway-pollution-what-you-can-do-20171230-htmlstory.html>.

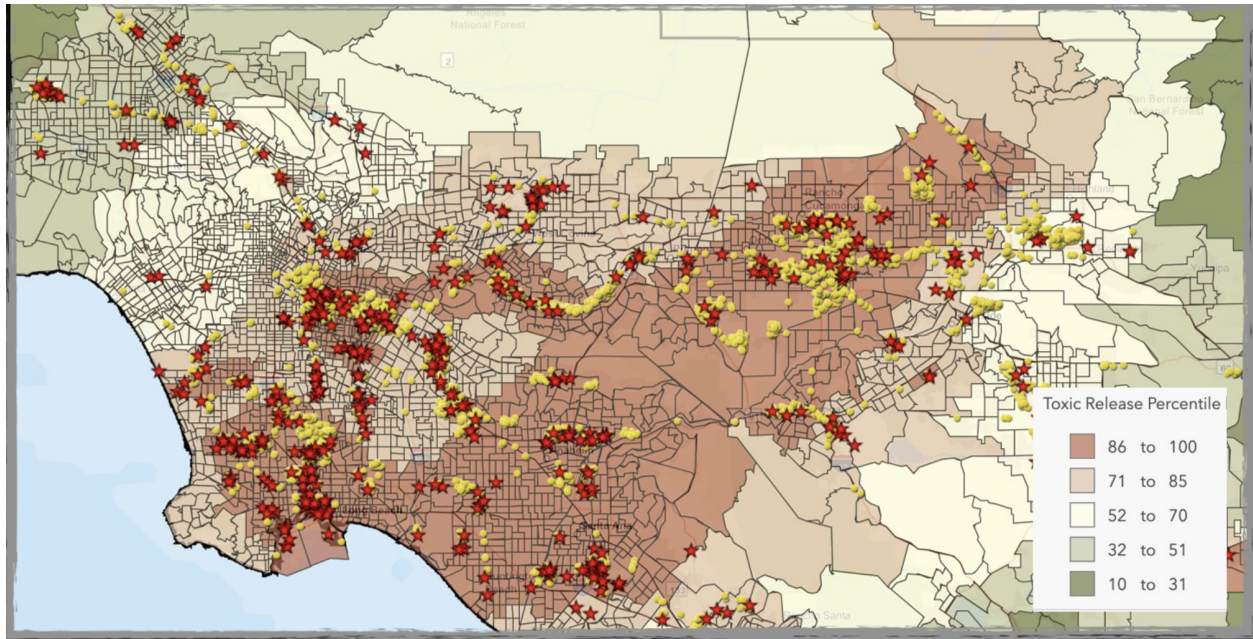
justice movement that the growth of the logistics industry in Southern California correlates with health, economic, and racial disparities.

These maps will serve to demonstrate the severity of our region's air pollution woes and raise urgency for important policies such as the Indirect Source Rule, the Advanced Clean Fleet rule, and other air quality management and community emissions reduction plans that will work to clean our air, create sustainable freight and goods movement, and protect public health.

## Warehouse Locations and Proximity to Toxic Facilities

Warehouse facilities in Southern California are approved in communities already experiencing pollution burdens from toxic facilities, such as oil and gas refineries and power plants.

**Through existing data, we found that the top 10 communities in the South Coast Basin with the most warehouses also fall in the highest percentiles of toxic facilities.**



**Figure 1:** In the following map an overlay of warehouse locations in yellow points and toxic facilities in red stars is seen. As well as the different shaded areas of the percentiles for toxic releases. Source: University of Redlands.

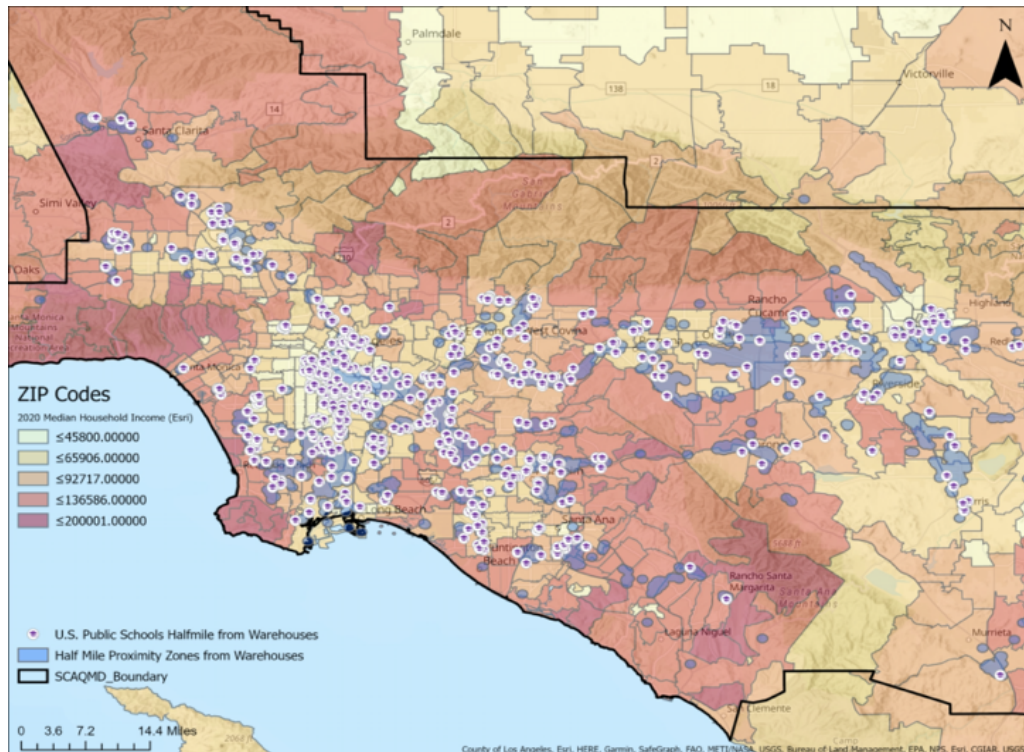
- **The Carson/Wilmington** area that has the 7th highest amount of warehouses (126 warehouses total) falls in the toxic percentile of 92.89, meaning it is higher than 92.89% of the census tracts in California. Toxic releases in this area include railroad operations and refineries.
- **The Ontario** area, which has the highest concentration of warehouses (289 warehouses), falls in the toxic percentile of 97.26, meaning it is higher than 97.26% of the census tracts in California. Toxic releases in this area include the Cal Portland Cement plant, tool and die shops, and a multitude of interstate freeways.
- **The City of Industry** area that has the 2nd highest concentration of warehouses (197 warehouses) falls in the toxic percentile of 98.28, meaning it is higher than 98.28% of the census tracts in California. Toxic releases in this area include

chemical manufacturers, Union Pacific Railroad operations, and other processing plants such as metal manufacturers.

- **The Anaheim** area that falls as the 14th highest in warehouses (75 warehouses) falls in the toxic percentile of 95.55, meaning it is higher than 95.55% of the census tracts in California. Toxic releases in this area include the cement and gas plants.
- **The Los Angeles/ Vernon** area that falls as the 3rd highest in warehouses (262 warehouses total) falls in the toxic percentile of 97.57, meaning it is higher than 97.57% of the census tracts in California. Toxic releases in this area include lacquer companies and other contaminated areas such as lead, metal, and chemical manufacturers.

## Warehouse Locations and Proximity to Schools

There are 640 schools in the South Coast Air Basin within ½ mile radius of a warehouse. Land use and zoning ordinance changes approved through local municipal and county governments have resulted in warehouses being constructed in already pollution and economically burdened areas.



**Figure 2:** In the following map you can see warehouse zones be highlighted as blue circles and schools as purple/white dots. The warehouse and school data is also overlaid with household income data. Source: University of Redlands.

As seen in Figure 2 and Table 2, historically warehouses have been developed within .5 of a mile, if not closer, of educational institutions. Unfortunately, we see this trend growing, as warehouse developments continue to encroach on these sensitive receptors.

## Comparative Statistics for Schools

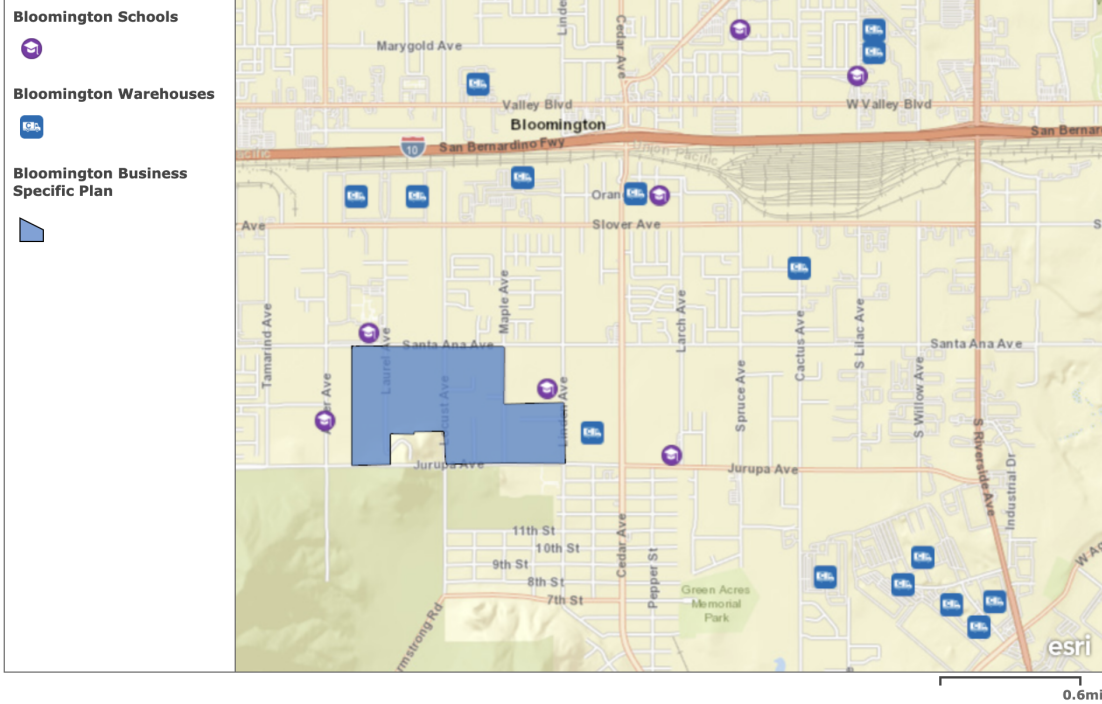
Area	Variable
Entire SCAQMD	3,712 Schools \$74,237 2020 Med HH Income
State of California	10,442 Schools \$77,500 2020 Med HH Income
0.5 miles from a warehouse	640 Schools \$60,218 Med HH Income
0.5 miles from a warehouse in a disadvantaged zone	473 Schools
0.5 miles from a warehouse in a disadvantage zone that contains at least one warehouse	242 Schools

**Table 2:** Comparative Statistics for schools in the South Coast Air Quality Management District ½ of a warehouse  
Public Source: CDE-Data-CA, SCAQMD, CALENVIRO OEHHHA

The most blaring and unfortunate example is the unincorporated community of Bloomington in San Bernardino County, which is seeing an upward trend in warehouse development near homes and schools. In fact, as of publication time for this report, Bloomington community leaders are leading an ongoing organizing effort to oppose a proposed 3 million square foot warehouse development plan located directly adjacent to several schools. If approved, the Bloomington Business Park Specific Plan will demolish 213 homes to make way for a warehousing district in an area already impacted by millions of square feet of warehouse development. Figure 2.1 contextualizes how much space of housing would become logistics near three Colton Joint Unified School District locations.

Six of the eight schools in the Bloomington community sit, or will sit, right next to a warehouse.

**Bloomington Warehouses and Impacted Schools**



City of Riverside, County of Riverside, San Bernardino County, Bureau of Land Management, Esri, HERE, Garmin, INCREMENT P, NGA, USGS

**Figure 2.1 :** The following map is of the community of Bloomington in San Bernardino County, with warehouses over 100000 sq ft already present mapped and schools in the community mapped, as well as a proposed project. Source: Torres, I.

**It is why communities recommend that any policy that advances the deployment and investment in zero-emissions technology (e.g. electric trucks, yard haulers, and forklifts) take place in disadvantaged communities first.**

## Amazon's influence on the Inland Empire

Amazon has made record profits in the last decade, and it has come largely at the cost of communities in the Inland Empire that have seen several large fulfillment centers built near their backyards. Worse, we see a huge disconnect on warehouse locations to e-commerce sales, meaning the communities who order the least online experience the direct pollution and health impacts of the industry by living close or right next to large facilities.

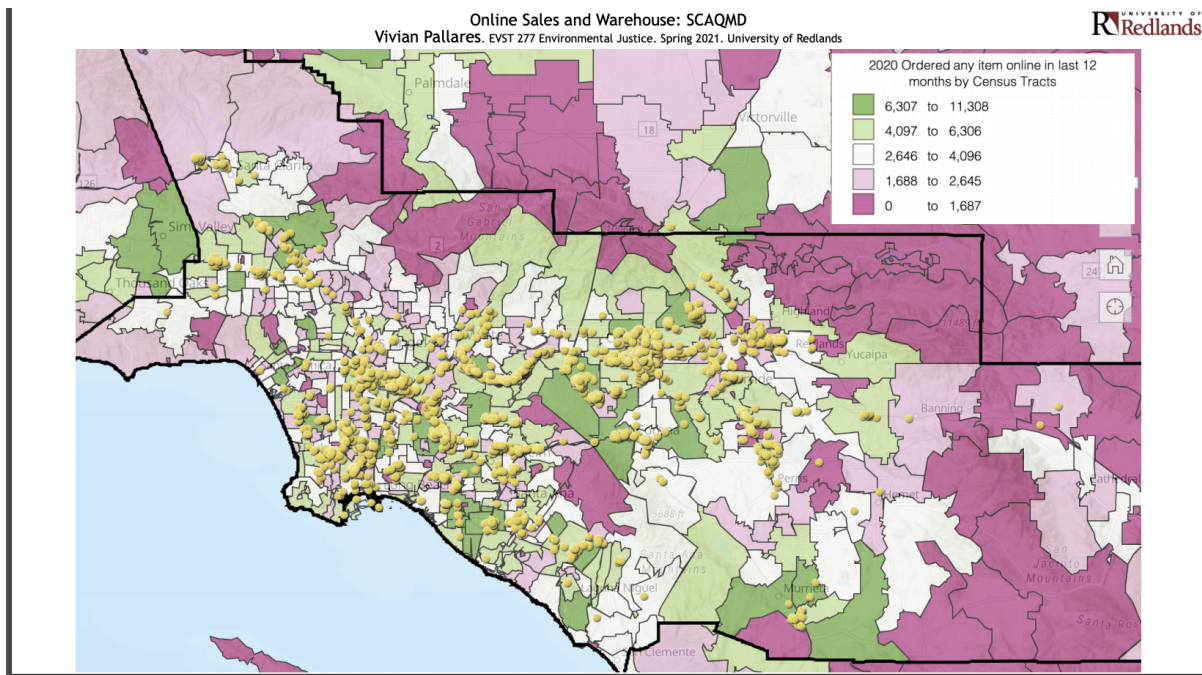
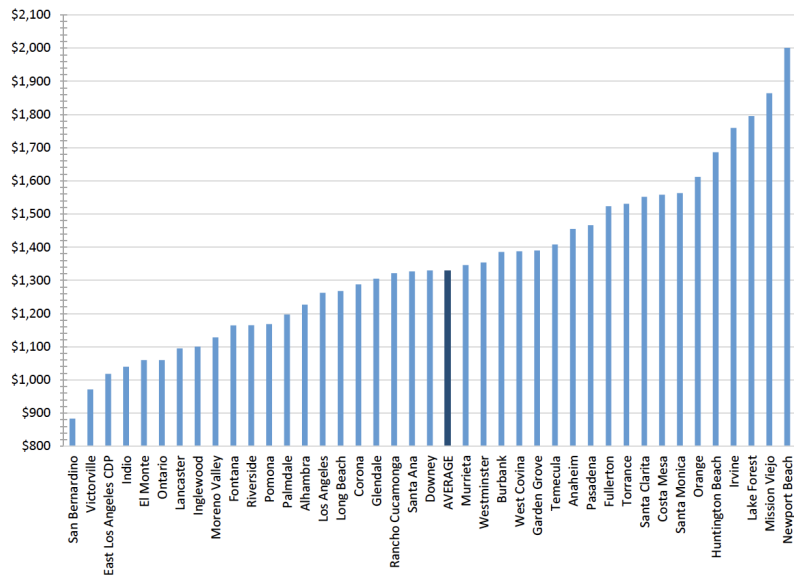


Figure 3: The trends analyzed are e-commerce sales of 2020 per household by census tracts on scale from least (dark pink) to most ordered (dark green) overlapped by warehouse locations. Source: University of Redlands

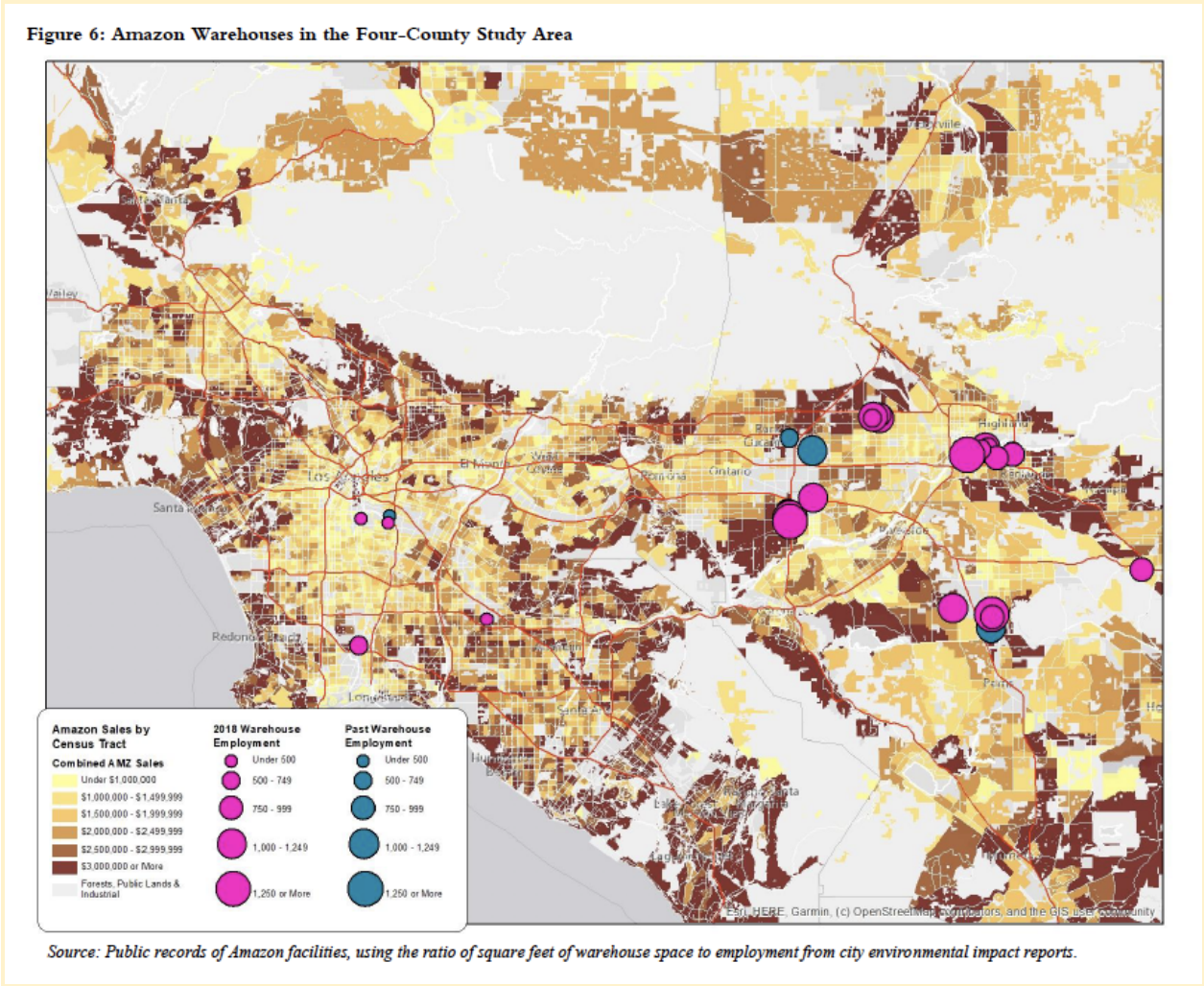
Figure 2: Estimated Amazon Sales per Household in the 40 Largest Cities in the Los Angeles Metropolitan Area



Source: Derived from U.S. Census Bureau American Community Survey 2013-2017 household income data, U.S. Bureau of Labor Statistics Household Consumption breakout of household consumption by item and income level, and Amazon e-commerce sales in the U.S. in 2018.

Figure 3.1: Estimated Amazon Sales per household. Source: Too Big to Govern.





**Figure 3.2:** The map plots census tract data from 2013-2017 of Amazon sales per household and overlays it with warehouse locations and their employment rates. Source: Too Big to Govern.

The Economic Roundtable’s “Too Big to Govern” report directly looked at Amazon online sales parallel to warehouse locations from 2013-2017.<sup>4</sup> A parallel map to our 2020 map of e-commerce sales is the one above from the Economic Roundtable report that analyzed Amazon sales by census tracts. In the Economic Roundtable report, the census tracts with a warehouse or Amazon facility nearby spend the least online compared to the coastal, more affluent communities with higher online shopping rates that have no Amazon or other online retail warehouse facilities nearby. We see the pattern remains the same from 2013 to 2020, where sales online are higher in non-goods movement communities and extremely lower in goods movement communities with warehouses present.

University of Redlands student researcher Vivian Pallares shares the following based on the data she helped gather:

<sup>4</sup> <https://economicrt.org/publication/too-big-to-govern/>

**“The majority of warehouses in Southern California are placed in the areas that online shopping is done the least. This is important to investigate because it shows how the communities that are the most impacted by warehouses and their pollution are not the communities that are consuming the products. The neighborhoods in green are free riders of pollution in this case because they are able to enjoy the benefits and convenience of online shopping and shipping without having to be in close proximity to warehouses. Those who are closest to the warehouses suffer the consequences of having pollution from warehouses and transportation in their neighborhoods and this can have a negative impact on their health at a disproportionate rate from the other communities.”**

Amazon touts being strong on climate, but actions demonstrate that that they are in fact doing the opposite by continuing to build warehouses near communities of color without considering existing cumulative impacts. In addition, despite making commitments to take strong action on the climate crisis, Amazon has turned to outdated and harmful technologies that will worsen, not improve our climate. Recently, Amazon applied and received public funding through the SCAQMD to support the company’s purchase of 100 natural-gas Class 8 trucks and only 10 zero-emission trucks.<sup>5</sup> Natural gas developments will ultimately hurt communities in the long term.

## Warehouse locations and truck traffic impacts

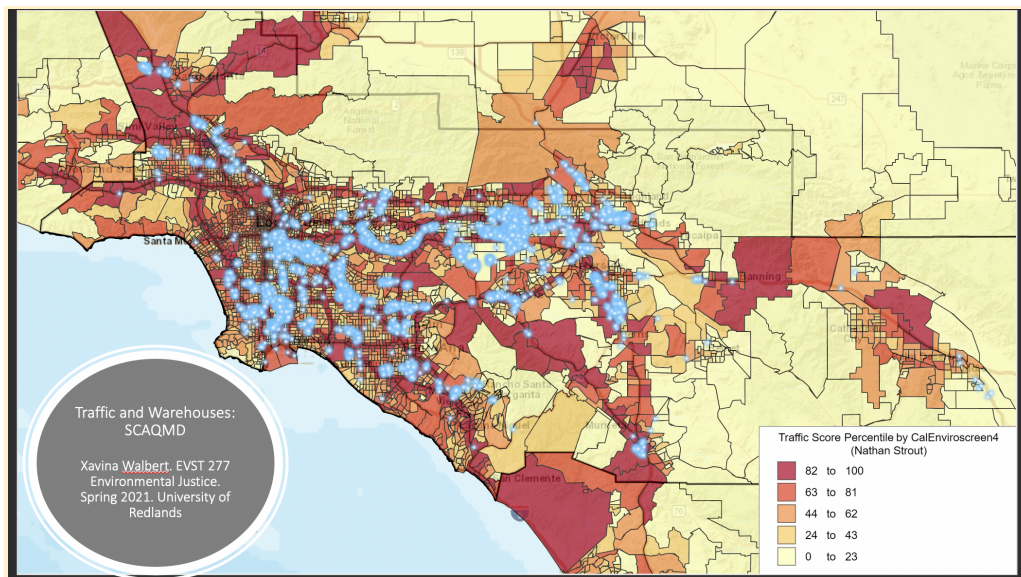
**The average percentile for traffic across census tracts with warehouses is 67% compared to the state average of 50%.** While California has the strictest auto emissions standards in the U.S., our state is also known for its high number of large freeways and heavy vehicle traffic. Traffic is a significant source of air pollution, particularly in urban areas, **where more than 50% of particulate emissions come from traffic. Specifically, diesel and gas truck emissions—the main source of pollution warehouses attract**—contains a large number of toxic chemicals, including nitrogen oxides, particulates, carbon monoxide, and benzene.

In recent years, communities across the South Coast Air Basin have conducted truck counts to demonstrate the magnitude of the truck pollution issue. For example, residents held a truck count in early 2020 near the 60 freeway in Jurupa Valley and found that approximately 1,161 trucks pass through the corridor per hour.

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<sup>5</sup> <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2021/2021-Apr2-009.pdf?sfvrsn=6>

**It is important to note that the traffic data also revealed 465 (16%) of warehouses fall in the top 10% worst census tracts for traffic (90-100%)**



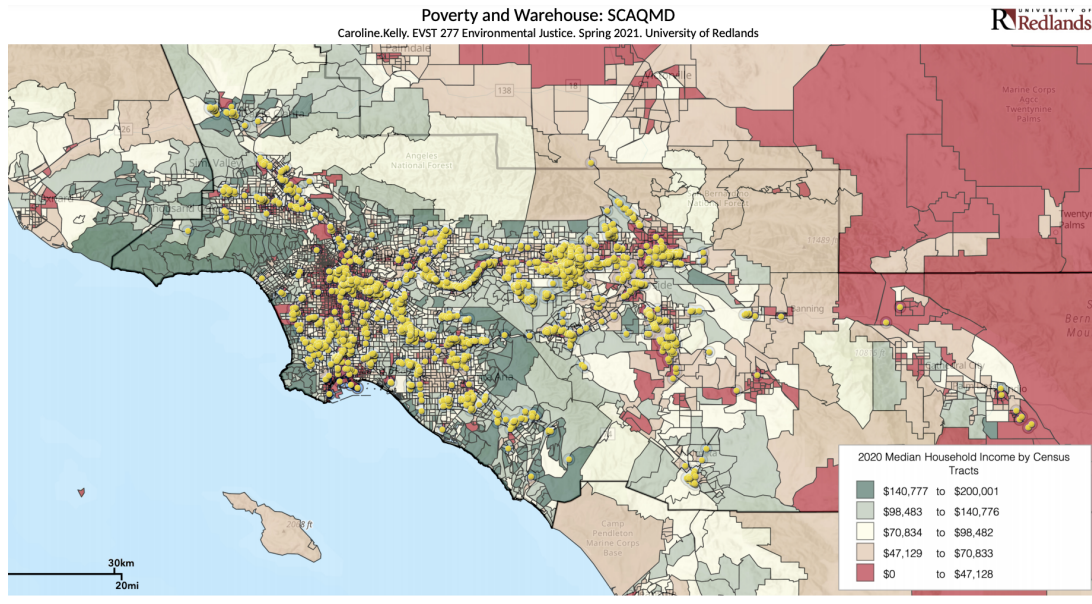
**Figure 4:** Warehouse locations (blue dots) mapped with traffic score percentiles. Source: University of Redlands.

- The overwhelming impacts of truck traffic activity related to the logistics industry is very much known in the South Coast; the unaccounted costs, however, are not.
- People who live within 1,500 feet of a highway are the most heavily exposed to air pollution from traffic, including from dirty diesel trucks, and are therefore the most harmed by diesel truck air pollution.<sup>6</sup>
- Asthma rates and cancer risk are drastically elevated in areas close to ports, warehouse distribution centers and other freight corridors that bring residents in contact with pollution from heavy-duty vehicles.
- A case study of truck traffic impacts in the South Coast is the community of Long Beach and the I-710 expansion.
  - Due to the overwhelming volume of cargo being moved from the ports of Los Angeles and Long Beach to logistics and warehouse facilities more inland through I-710 through diesel and gas trucks, city planners and leaders voted to expand the freeway to accommodate industry at the expense of the community. The freeway expansion will likely displace community residents and longtime community-ran businesses. Advocates are calling on Metro and CalTrans to make amendments to their expansion plans to include no displacement as well as local hiring and zero-emissions policies.

<sup>6</sup> “Public Comment by American Lung Association,” Regulations.gov (U.S. Environmental Protection Agency), accessed April 6, 2021, <https://www.regulations.gov/document/EPA-HQ-OAR-2014-0827-4846>.

## Warehouse locations and socioeconomic impacts

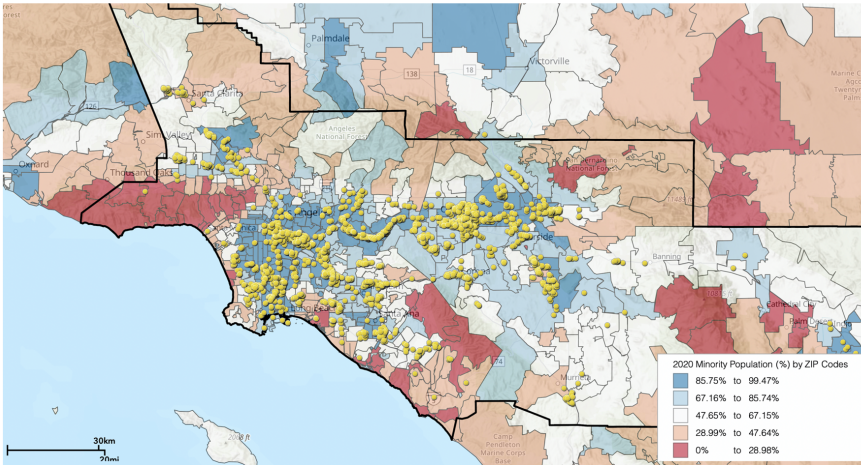
Warehouses are more likely to be located in neighborhoods with lower median household incomes and higher levels of poverty. Specifically, as distances between warehouses and residential neighborhoods shorten, poverty rates increase, and so do minority populations, and many other socio-economic demographics: linguistic isolation, asthma rates, housing inequality, cardiovascular rates, and unemployment rates.



**Figure 5:** Looking at the following map warehouse locations (yellow dots) are overlapped with 2020 median household income by census tract. Source: University of Redlands

Researcher Quan Yuan points out in his research on warehousing locations in environmental justice communities that warehouses are disproportionately and deliberately built in low-income communities of color. Figure 5 confirms Yuan's academic assertions countering industry arguments that these populations move into these areas for job opportunities.<sup>7</sup>

<sup>7</sup><https://reader.elsevier.com/reader/sd/pii/S0264837717309134?token=2039D46FD4D4B3EDCD57FAADE043AD4FBDD418E81792034AAB1B2CBECCBDEB25529A0A3961C20521840A91358BBCA20E&originRegion=us-east-1&originCreation=20210405212514>



Minority Population % and Warehouses: SCAQMD

Figure 5.1: Warehouse locations (yellow dots) are overlaid with 2020 minority population (%) by zip codes. Source: University of Redlands

As we look at **Figure 5.1**, we again see a similar pattern seen earlier: **the closer we get to warehouses in distance, the more communities of color we see. This unfortunately is not the only socio-economic demographic that sees this trend.**

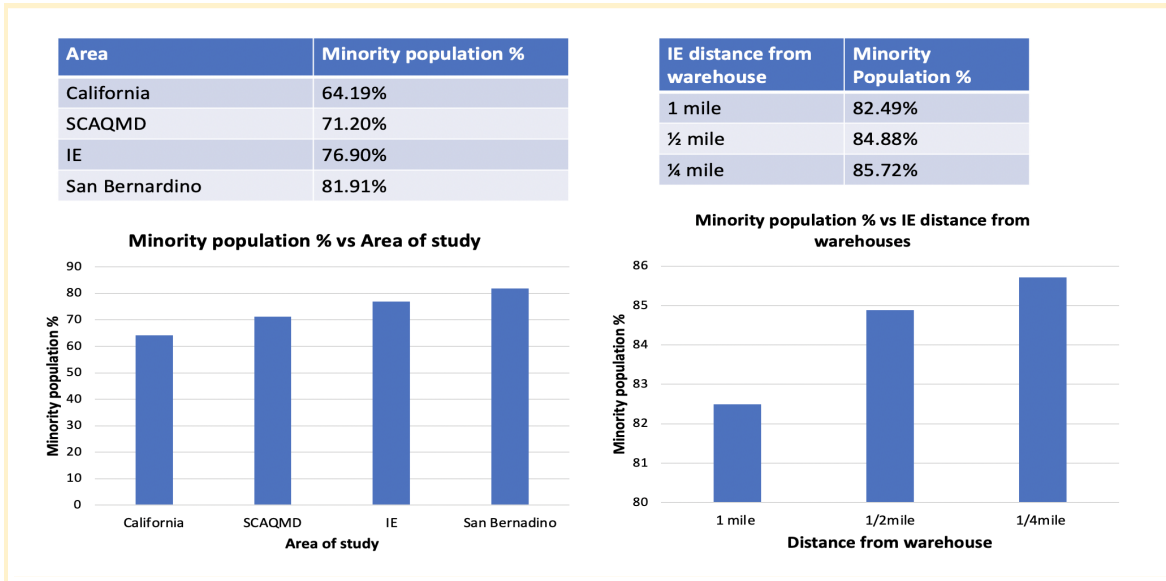
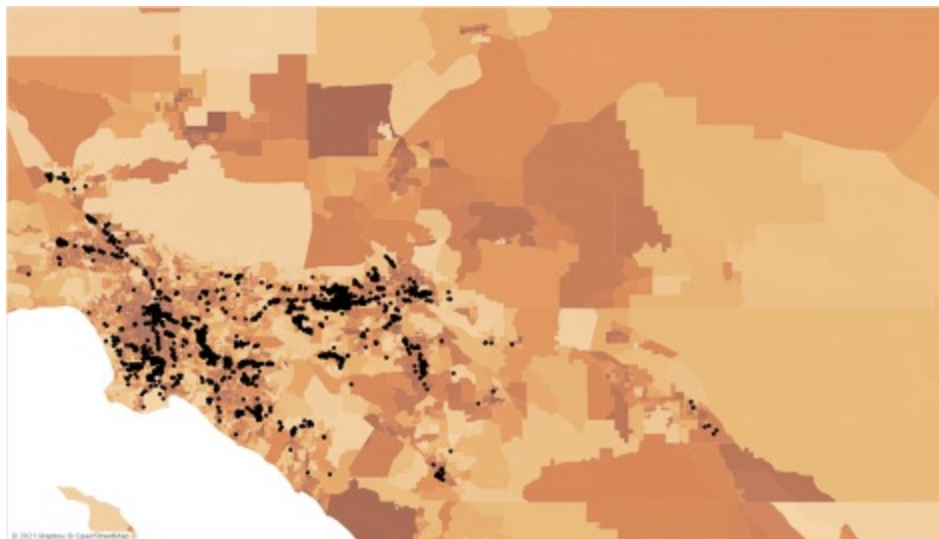


Figure 5.2: Comparative Statistics of Minority Population (%). Source: University of Redlands

As Figure 5.2 demonstrates, the closer in distance a household is to a warehouse, the more probable it is for the home to belong to a person of a minority group. This further raises the point that warehouses and the mobile sources of pollution they attract disproportionately impact communities of color more than to their white counterparts.



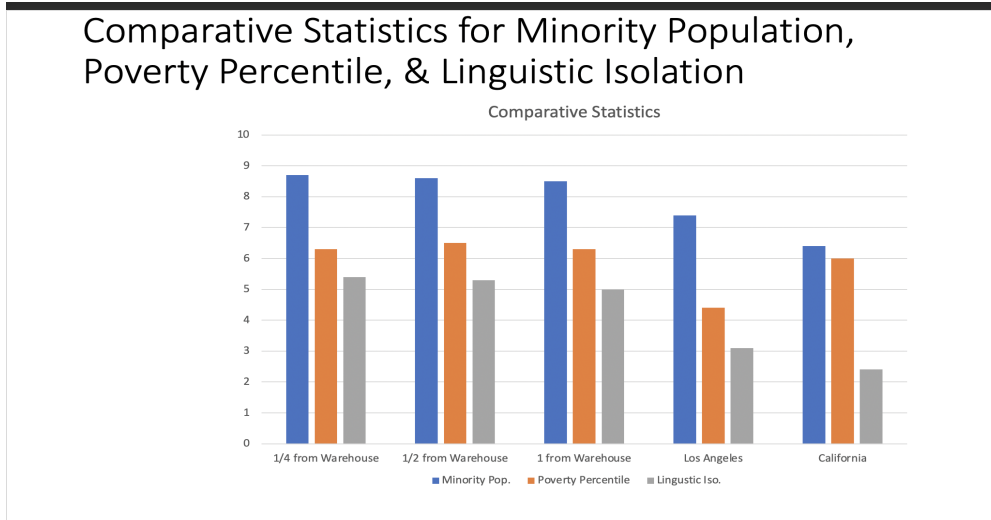
**Figure 5.3:** *Housing Burdened Low Income Households are looked at by warehouses (black dots) overlaid with housing needs. Source: Sierra Club My Generation.*

Figure 5.3 compares housing needs with warehouse locations. We found that the average percentile for housing burden across warehouses is 61% compared to the state average of 50%; 206 (7%) of warehouses fall in census tracts with the top 10% of housing burdened low income households (90-100%). This claim was also proven true by Quan’s research and his other studies on warehouse locations: “In spite of the limitations, the study explicitly points out that the disproportionate siting of warehouses, rather than the housing market dynamics, is the dominant causal factor of the environmental justice problem in warehousing location.”<sup>8</sup>

**The following figures further emphasize the relationship between warehouses and socio-economic demographics.**

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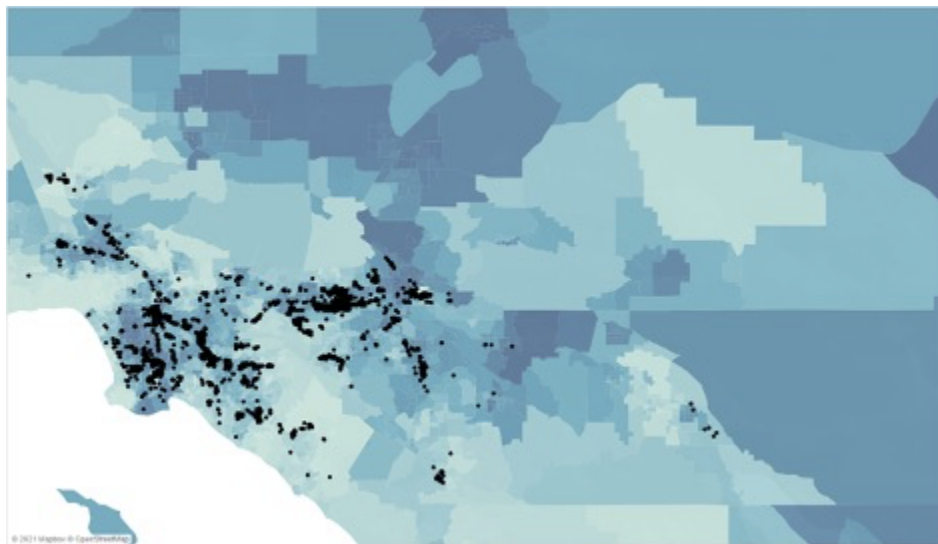
<sup>8</sup> Ibid



**Figure 5.4:** Comparative statistics of previous mapped data of minority and poverty, with and include variable of linguistic isolation. Source: University of Redlands.

Figure 5.4 compares two demographic variables we are familiar with, poverty and population. There is one important variable to consider: linguistic isolation. Linguistic isolation serves as a large obstacle for residents of color that use English as a second language. If a truck is idling or a new project is being proposed, community members may not be able to voice their concerns if adequate translation is not provided by local, regional, and state regulatory agencies to have translated resources. By providing proper translation local agencies will improve their oversight, and overall, air quality and community health by doing the utmost possible to address concerns around pollution from warehouses.

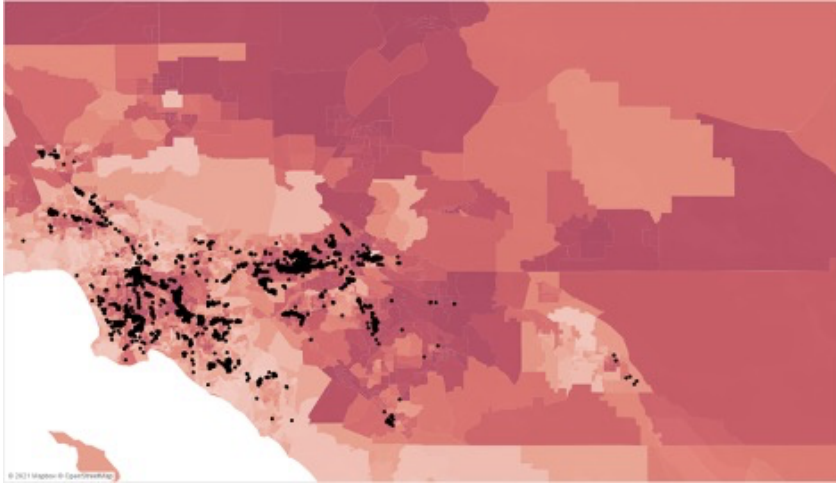
### Asthma



**Figure 5.5:** Asthma and respiratory impacts are looked at by warehouses (black dots) overlaid with age adjusted rate of emergency department visits for asthma. Source: Sierra Club My Generation.

Figure 5.5 reveals that the average percentile for Asthma rates across warehouses is 55% compared to the state average of 50% and 262 (9%) of warehouses fall in the worst 10% of asthma rates across all census tracts (90-100%).

### Cardiovascular



**Figure 5.6:** Cardiovascular impacts are looked at by warehouses (black dots) being overlaid with cardiovascular percentiles. Source: Sierra Club My Generation.

In figure 5.6, we see the average percentile for cardiovascular disease across warehouses is 59% compared to the state average of 50% and 436 (15%) of warehouses fall in census tracts with the top 10% of cardiovascular disease percentiles (90-100%).

### Unemployment Rates



**Figure 5.7:** Unemployment impacts are looked at by warehouses (black dots) being overlaid with unemployment percentiles. Source: Sierra Club



Because low socioeconomic status often goes hand-in-hand with high unemployment, the rate of unemployment is a factor commonly used in describing disadvantaged communities. On an individual level, unemployment is a source of stress, which is implicated in poor health reported by residents of such communities. Lack of employment and resulting low income often oblige people to live in neighborhoods with higher levels of pollution and environmental degradation.

- In **figure 5.7** we see the **average percentile for unemployment across warehouses is 58% compared to the state average of 50%** and 66 (2%) of warehouses fall in the top 10% worst census tracts for unemployment (90-100%)

## CONCLUSION

It is clear from our collected data that building large warehouses with no consideration for public health will continue to diminish the quality of life for low-income communities of color. The prevalence of warehouses and goods movement facilities in low-income, communities of color is a textbook example of environmental racism.

As environmental justice advocates, clean air champions, and more importantly, as members of the community, we are presenting this data to make an urgent call to the South Coast Air Quality Management District to adopt a strong Indirect Source Rule for warehouses that brings 100% zero-emission technology to frontline communities of color that have the right to clean air and deserve environmental and racial justice.

## METHODOLOGY

The research and data analyzed in the report was all public sourced. The sources varied from the SCAQMD, the California Office of Environmental Health Hazard Assessment’s CalEnviroScreen 3.0 tool, California Department of Education, previous research reports from the Economic Round Table, and research by Quan Yuan.

In order to map the open sourced data ArcGIS Online Community Analyst was used by the researchers and student researchers of the University of Redlands. Added sourced maps were also created from ArcGIS Online/Pro. Other figures referred to the Research report “Too Big to Govern” by Daniel Flaming and Patrick Burns.

Of the 3,321 warehouses that were analyzed in the South Coast Basin only 2870 (86%) had available census tract data through Census Geocode API.

The following figure summarizes the top 20 cities that would be most impacted by South Coast AQMD’s proposed Rule 2035 aka Warehouse Indirect Sources Rule.

**Table 1: Cities with large warehouse concentrations above 100,000 sq ft in the South Coast Basin that will have to comply with ISR.**  
Source: Torres,I

### Top 20 Cities with Large Warehouse Concentrations

Number of Warehouses	CITY	NOTES
289.00	Ontario	San Bernardino County and still expanding in warehouse development
197.00	City of Industry	Los Angeles County and surrounded by many other toxic facilities
168.00	Los Angeles	Los Angeles County and surrounded by many other toxic facilities
140.00	Fontana	San Bernardino County and still expanding in warehouse development
126.00	Santa Fe Springs	Los Angeles County
121.00	Commerce	Los Angeles County and surrounded by many other toxic facilities

119.00	Carson	Los Angeles County and surrounded by many other toxic facilities
117.00	Chino	San Bernardino County
107.00	Rancho Cucamonga	San Bernardino County
94.00	Riverside	Riverside County and still expanding in warehouse development
94.00	Vernon	Los Angeles County and surrounded by many other toxic facilities
80.00	Jurupa Valley	Riverside County and still expanding in warehouse development
76.00	San Bernardino	San Bernardino County and still expanding in warehouse development
75.00	Anaheim	Orange County
75.00	Compton	Los Angeles County
65.00	Corona	Riverside County
61.00	Torrance	Los Angeles County
48.00	Moreno Valley	Riverside County and still expanding in warehouse development
47.00	Rialto	San Bernardino County and still expanding in warehouse development
45.00	Perris	Riverside County and still expanding in warehouse development

Source: Torres, I

## APPENDIX

**Table 1:** Summary of How Many Warehouse +100,000 Sq Ft are in SCAQMD and perspective areas  
Total number of warehouses that will have to follow the ISR: **3,321**. Source: Torres,I.

City	Total #of warehouses Per Area	City	Total #of warehouses Per Area
Ontario	289	Wilmington	7
City of Industry	197	EL Segundo	6
Los Angeles	168	La Palma	6
Fontana	140	Panorama City	6
Santa Fe Springs	126	Burbank	5
Commerce	121	Costa Mesa	5
Carson	119	Lake Forest	5
Chino	117	San Fernando	5
Rancho Cucamonga	107	San Pedro	5
Riverside	94	Santa Clarita	5
Vernon	94	Alhambra	4
Jurupa Valley	80	Arcadia	4
San Bernardino	76	Baldwin Park	4
Anaheim	75	Fountain Valley	4
Compton	75	Hacienda Heights	4
Corona	65	Huntington Park	4
Torrance	61	Inglewood	4
Redlands	56	Rancho Santa Margarita	4
Fullerton	51	Chino Hills	3
Long Beach	50	Coachella	3
Moreno Valley	48	Duarte	3
Irvine	47	La Habra	3
Rialto	47	La Puente	3
Perris	45	Los Alamitos	3

Santa Ana	42	Mira Loma	3
Pomona	41	Montclair	3
La Mirada	40	Murrieta	3
Valencia	40	North Hills	3
Buena Park	37	Northridge	3
Rancho Dominguez	35	Panorama City	6
Cerritos	33	Placentia	3
Gardena	30	San Dimas	3
Pico Rivera	27	Seal Beach	3
South Gate	27	South El Monte	3
Montebello	24	Upland	3
Eastvale	23	Bell Gardens	2
Temecula	23	Indio	2
Brea	22	Mentone	2
Colton	22	Norco	2
Sylmar	22	San Juan Capistrano	2
Chatsworth	20	Signal Hill	2
Irwindale	20	Thermal	2
Huntington Beach	18	Westminster	2
Walnut	17	Woodland Hills	2
Bloomington	16	Aliso Viejo	1
Cypress	16	Banning	1
Garden Grove	16	Calabasas	1
Bell	14	Cudahy	1
Hawthorne	14	Desert Hot Springs	1
Azusa	13	Diamond Bar	1
Foothill Ranch	12	Glendora	1
Orange	12	Grand Terrace	1
Van Nuys	12	Hemet	1
El Monte	11	La Verne	1

Sun Valley	11	March Air Reserve Base	1
Lynwood	10	Monrovia	1
Downey	9	Nuevo	1
Pacoima	9	Palm Springs	1
North Hollywood	8	Pasadena	1
Paramount	8	Rowland Heights	1
Tustin	8	San Jacinto	1
Whittier	8	Santa Monica	1
Beaumont	7	Stanton	1
Canoga Park	7	Sunland	1
Norwalk	7	West Covina	1
Redondo Beach	7	Yorba Linda	1

### Comparative Statistics for 'Minority Population %'

Area	Minority Population %
State of California	64.19%
Entire SCAQMD	71.20%
Inland Empire	76.90%
IE 1 mile from warehouses	82.49%
IE ½ mile from warehouses	84.88%
IE ¼ mile from warehouses	85.72%

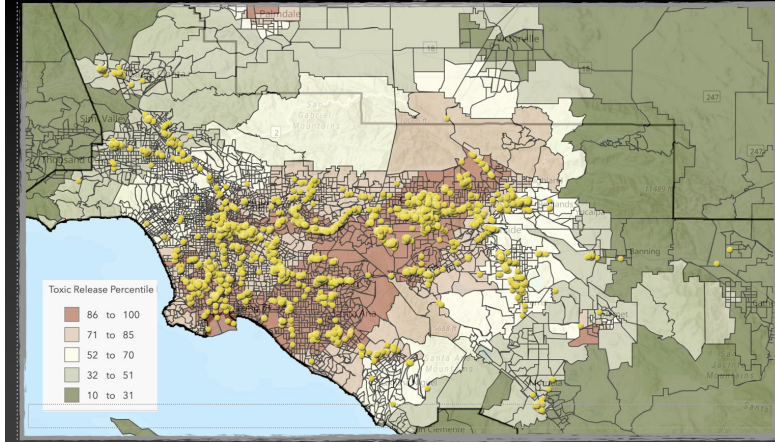
- As distance becomes closer to warehouses minority population rises
- Did warehouses or people occupy area first?
- Implies warehouses are being placed in areas with high minority %

Figure 1: Comparative Statistics for Minority Populations. Source: University of Redlands

Area	Traffic %
State of California	10%
Entire SCAQMD	32%
SCAQMD 1 mile from Warehouses	64%
Inland Empire	51%
IE ¼ from warehouses	73%

### Comparative Statistics for 'Traffic'

Figure 2: Comparative Statistics for Traffic. Source: University of Redlands.



**Figure 3:** Map of just Warehouses and Toxic Release Percentiles. Source University of Redlands.

Article on I- 710 Expansion:

<https://lbpost.com/news/trade-transportation/displacement-worries-those-whose-homes-businesses-could-be-in-the-710-expansions-path-as-metro-board-heads-to-a-vote/>

Bloomington Business Park Specific Plan Project:

<https://ceqanet.opr.ca.gov/2020120545/2#:~:text=The%20proposed%20Specific%20Plan%20is,an%20estimated%2020%2Dyear%20buildout.>

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- Torres, Ivette. Assistant Specialist University of California, Riverside Center for Environmental Research & Technology, ARCGIS Online Maps & Figures.
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- California Department of Education. Data & statistics. (n.d.). Retrieved April 10, 2021, from <https://www.cde.ca.gov/ds/>
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Ian MacMillan, Planning and Rules Manager  
Victor Juan, Program Supervisor  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**Sent via Email**

May 4, 2021

Dear Mr. MacMillan and Mr. Juan:

The California Taxpayers Association thanks the Governing Board of the South Coast Air Quality Management District and District staff for their effort on this project and their willingness to listen to and consider comments raised in response to “Proposed Rule 2305: Warehouse Indirect Source Rule.”

The memorandum from the District’s outside counsel does not alleviate CalTax’s concern that the proposal is a tax under the California Constitution. To eliminate legal uncertainty, CalTax would suggest that the District put the proposal before the voters, in keeping with both the letter and the spirit of voter-approved Proposition 26.

We would like to highlight the paragraph below from our previous comment letter regarding the 2009 case associated with the San Joaquin Valley Air Pollution Control District’s indirect source rule. As stated below, Proposition 26 was generally not retrospective in nature, and taxes and fees imposed prior to the effective date of Proposition 26 were grandfathered in under the prior tax and fee definitions. However, taxes and fees imposed after January 1, 2010, must comply with the constitutional definitions approved by the voters of California.

Effective January 1, 2010, all taxes and fees must comply with the requirements of Proposition 26. Fees adopted prior to 2010 may continue to be imposed under prior tax and fee definitions, such as the fees considered in *California Building Industry Association v. San Joaquin Valley Air Pollution Control District*, 178 Cal.App.4th 120 (2009).

Thank you for considering these comments. If you have any questions, please do not hesitate to contact us.

Sincerely,

Ben Lee  
Tax Counsel  
California Taxpayers Association  
[ben@caltax.org](mailto:ben@caltax.org)

cc: South Coast Air Quality Management District Governing Board Members

The California Taxpayers Association was founded in 1926 as a nonpartisan, nonprofit research and advocacy association with a dual mission to promote sound tax policy and government efficiency. CalTax’s members include individuals and many businesses operating in every sector of the California economy, ranging from small firms to Fortune 500 companies. CalTax is also dedicated to the uniform and equitable administration of taxes and minimizing the cost of tax administration and compliance.

1215 K Street, Suite 1250 | Sacramento, CA 95814 | (916) 441-0490 | [www.caltax.org](http://www.caltax.org)



## Airlines for America®

*We Connect the World*

May 4, 2021

submitted electronically to:  
South Coast Air Quality Management District  
Clerk of the Boards: [cob@aqmd.gov](mailto:cob@aqmd.gov)  
Mr. Victor Juan: [vjuan@aqmd.gov](mailto:vjuan@aqmd.gov)

Re: Comments on Proposed Rule (PR) 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and PR 316 – Fees for Rule 2305

On behalf of our members, Airlines for America® (“A4A”)<sup>1</sup> thanks the South Coast Air Quality Management District (“AQMD” or “District”) for providing this opportunity to comment on its Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (“WAIRE”) Program (“PR 2305”) and PR 316 – Fees for Rule 2305 (“PR 316” or “Proposed Fees Rule”), which will be the subject of a public hearing before the District Governing Board to consider adoption of the proposed rules on May 7, 2021.

As an initial matter, A4A and our members want to commend the District Staff – particularly Ian McMillian – for their efforts to engage with stakeholders and to listen to and address concerns with the proposed rules. Specifically, in our view a number of issues in the original draft of PR 2305 highlighted the need to clarify the intended scope of the WAIRE program and particular requirements. To their credit, Staff worked very hard to engage stakeholders to ensure they understood these issues and provide clarifying language. As a result, a number of potential practical issues have been addressed, obviating the need to comment here.<sup>2</sup>

We also want to emphasize at the outset that A4A and its members fully support the District’s efforts to achieve National Ambient Air Quality Standards (“NAAQS”) and recognize the unique challenges the District faces as an extreme nonattainment area for the federal NAAQS Ozone standards and serious nonattainment area for the federal fine Particulate Matter (PM 2.5) standards. A4A and our members have a long history of working with the District to address this pressing concern and remain committed to doing so. We do, however, have very significant remaining concerns regarding PR 2305 and PR 316. In particular, as detailed below, in our view the District (and the State) does not have authority to impose the Indirect Source Rule as a general matter and, specifically, does not have the authority to impose such a rule on facilities located at airports or apply them to air carriers. Accordingly, we oppose these rules and respectfully urge the Board to decline to adopt them.

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<sup>1</sup> A4A is the principal trade and service organization of the U.S. airline industry. A4A members are Alaska Airlines, Inc.; American Airlines Group; Atlas Air, Inc.; Delta Air Lines; Federal Express Corp.; Hawaiian Airlines; JetBlue Airways Corp.; Southwest Airlines Co.; United Airlines Holdings, Inc.; and United Parcel Service Co. Air Canada is an associate member.

<sup>2</sup> For example, addressing our concern that as originally drafted PR 2305 § (d)(7)(C) could be read to apply to warehouse owners and operators even if they were not required to earn WAIRE points under § (d)(1), Staff has added language clarifying § (d)(7)(C) only applies to entities that are required to earn WAIRE points.

## BACKGROUND

Again, A4A and its members fully support the District's efforts to attain the NAAQS and ensure public health. Commercial airlines are dedicated to providing air transportation services to the public that, above all, ensure the safety of our passengers, crew and the larger public. Accordingly, we view responsible environmental stewardship as essential to our business and have embraced the need to work proactively to address environmental concerns and achieve concomitant public health objectives.

Indeed, we are proud of the role we took in working with the District to implement measures in accordance with its 2016 Air Quality Management Plan ("2016 AQMP") to reduce emissions of oxides of nitrogen ("NOx") associated with aviation activity. Specifically, we worked for many months with our airport partners and the District to develop voluntary measures that were eventually incorporated into five memoranda of understanding ("MOUs") between each of the South Coast airports<sup>3</sup> and the District. All of these MOUs included a voluntary measure to achieve reductions in emissions of ozone precursors from airport ground support equipment ("GSE") more rapidly than would otherwise be achieved under State regulations. As reported to the District's Mobile Source Committee at its January 22<sup>nd</sup> meeting this year, despite the extraordinary challenges airports and airlines have faced in the wake of the COVID-19 pandemic, together with our airport partners we have successfully implemented this voluntary program and achieved real NOx reductions that have brought the District closer to attainment.

Our effort to work with the District to ensure the viability and effectiveness of its 2016 AQMP is not unique. A4A and our members, despite continuing concerns regarding the State's authority to adopt and enforce such regulations, have worked for almost two decades with the California Air Resources Board ("CARB") to develop reasonable regulations to address GSE emissions. These rules include the Large-Spark Ignition, In-Use Off-Road Diesel, Portable Equipment Registration Program and Air Toxics Control Measure for Diesel Particulate Matter from Portable Engines. In addition, A4A and its members have committed to working with CARB to develop a new "Zero-Emission GSE" regulation consistent with the State's Mobile Source Strategy. We also continue our long-standing record of working with the District (and the State) to adopt reasonable measures to achieve attainment of the Ozone NAAQS as it develops its 2022 AQMP through active participation in and support of its Aviation Working Group.

In addition, A4A and our members have committed the time and resources needed to support the development of economically reasonable, technologically feasible and environmentally beneficial international standards for aircraft engines and aircraft governing noise, NOx, PM, and CO<sub>2</sub> (carbon dioxide), through the International Civil Aviation Organization / Committee on Aviation Environmental Protection ("ICAO/CAEP"). Last year, the ICAO Council adopted emissions standards for non-volatile particulate matter ("nvPM") for both mass and number applicable to both in-production and new type aircraft engines. This culminated a years-long process to supersede ICAO's smoke standard and set the foundation for continued progress in the future. A4A strongly supports the incorporation of the nvPM standards into U.S. law. In addition, A4A worked for years in the ICAO/CAEP process to support development of a CO<sub>2</sub> Certification Standard for aircraft which ICAO adopted in 2017 and strongly supported the U.S. Environmental Protection Agency's ("EPA") recent adoption of GHG emissions standards for

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<sup>3</sup> These airports are: Hollywood-Burbank Airport (BUR), Long Beach International Airport (LGB), Los Angeles International Airport (LAX), Ontario International Airport (ONT), and John Wayne Santa Ana Airport (SNA).

aircraft engines pursuant to Section 231 of the federal Clean Air Act (“CAA”)<sup>4</sup> that are equivalent to the ICAO CO<sub>2</sub> Certification Standard. ICAO/CAEP has focused a great deal of effort on NO<sub>x</sub> and we have strongly supported this effort – as is noted in the *Draft 2020 Mobile Source Strategy*, significant progress has been made and as a result of successive, increasingly stringent NO<sub>x</sub> standards, aircraft engines produced today must be about 50% cleaner than under the initial standard adopted in 1997.<sup>5</sup>

The COVID-19 health crisis afflicting the world has, in turn, crippled our nation’s economy, hitting the aviation sector particularly hard. In the most recent week for which data is available, nationally, U.S. passenger volumes were down 43% from year-ago levels, with passenger airline departures down 32%.<sup>6</sup> The effect of the pandemic on aviation activity at the five major commercial airports in the South Coast has been severe. Total commercial aircraft operations at these airports declined 53% in 2020 compared to 2019 and, although there has been some recovery in the region, total commercial carrier operations in the first quarter of 2021 are down 39% compared to the first quarter of 2019.<sup>7</sup> At LAX, in 2020 commercial operations plunged 57% from pre-pandemic levels<sup>8</sup>; operations have recovered only modestly in the first two months of 2021 and remain down 45% compared to pre-pandemic levels.<sup>9</sup> The decline in aircraft operations has resulted in a similar proportional decline in fuel consumption (and so, associated emissions). Despite the magnitude of the challenge ahead, we have every expectation that our sector will be critical to helping the economy revive and thrive, eventually returning it to pre-COVID levels. However, at present, we believe air passenger volumes are unlikely to return to pre-COVID levels before 2023.<sup>10</sup> Cargo activity has been a relative bright spot in the industry, with volumes up 9% in 2020 compared to 2019.<sup>11</sup> From an environmental perspective, it is also important to note that the pandemic has accelerated the retirement of less fuel-efficient aircraft – as many as 862 in the U.S. passenger airline fleet since the end of 2019.<sup>12</sup> As a result, when air transportation demand returns to pre-COVID levels, it will be served by more efficient aircraft fleets, thus very likely lowering associated emissions.

Our record demonstrates that our industry can grow and help the country, California and the South Coast Basin prosper even as we continue to improve our environmental performance. Before COVID-19 struck, U.S. airlines were transporting a record 2.5 million passengers and 58,000 tons of cargo per day, helping drive \$1.7 trillion in annual economic activity and 10 million jobs. According to the Federal Aviation Administration (“FAA”), in 2016 aviation drove over 4% of the California’s gross domestic product, providing over 1,164,000 jobs and \$194

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<sup>4</sup> 42 U.S.C. § 7521.

<sup>5</sup> CARB, *Revised Draft Mobile Source Strategy* (April 23, 2021) at 149.

<sup>6</sup> See *Impact of COVID-19 Updates*, Slides 14-15 (A4A; available here: <https://www.airlines.org/dataset/impact-of-covid19-data-updates/#>) (updated May 4, 2021).

<sup>7</sup> This data reflects air carrier and air taxi operations at the five major commercial airports in the South Coast: BUR, LAX, LGB, ONT and SNA. Source: The Operations Network, Airport Operations: Standard Report.

<sup>8</sup> Data compares air carrier and air taxi operations for April-December in 2019 and 2020; Data available here: <https://www.lawa.org/lawa-investor-relations/statistics-for-lax/volume-of-air-traffic>.

<sup>9</sup> Data compares air carrier and air taxi operations for January-February in 2020 and 2021.

<sup>10</sup> *Impact of COVID-19 Updates*, Slide 5.

<sup>11</sup> *Impact of COVID-19 Updates*, Slide 36.

<sup>12</sup> *Impact of COVID-19 Updates*, Slide 40.

billion in economic activity in the State.<sup>13</sup> Commercial airlines alone contributed over 141,000 jobs with a payroll of over \$8.7 billion and drove \$37.4 billion in economic activity.<sup>14</sup> At the same time, U.S. airlines have relentlessly pursued and implemented technology, operational and infrastructure measures to minimize our environmental impacts. In particular the U.S. airlines have been and remain keenly focused on fuel efficiency and GHG emissions savings. For the past several decades, the U.S. airlines have dramatically improved fuel efficiency and reduced GHG emissions by investing billions in fuel-saving aircraft and engines, innovative technologies like winglets (which improve aerodynamics) and cutting-edge route-optimization software. As a result, the U.S. airlines have improved their fuel efficiency over 135 percent since 1978, saving over 5 billion metric tons of CO<sub>2</sub>, which is equivalent to taking more than 27 million cars off the road on average in each of those years. Taking a more recent snapshot, data from the Bureau of Transportation Statistics confirm that U.S. airlines improved their fuel- and CO<sub>2</sub>-emissions efficiency by 40 percent between 2000 and 2019.

But the U.S. airlines are not stopping there. Since 2009, we have been active participants in a global aviation coalition that committed to 1.5 percent annual average fuel efficiency improvements through 2020, with goals to achieve carbon-neutral growth beginning in 2020 and a 50 percent net reduction in CO<sub>2</sub> emissions in 2050, relative to 2005 levels. On March 30, 2021, A4A and our carriers strengthened our commitment to address climate change by committing to net-zero carbon emissions by 2050, and pledging to work with the federal government, state and local governments, and other stakeholders to rapidly expand the production and deployment of sustainable aviation fuel (“SAF”) so 2 billion gallons of cost-competitive SAF are available for U.S. aircraft operators in 2030. These new goals were adopted in the midst of the most severe economic crisis the commercial aviation sector has ever faced, demonstrating the strength of our commitment to the environment and depth of our recognition that environmentally responsible growth is essential to the vitality of our sector.

As we continue to recover from the current economic and social crisis induced by the COVID-19 virus, our commercial airlines look to the future with the belief that our sector will continue to thrive on the condition we continue to improve our environmental performance. It is in this spirit that we offer the comments below. We continue to unequivocally support progress towards attainment of the Ozone and PM NAAQS in the South Coast Air Basin, however, we cannot support these proposed regulations because they exceed the District’s (and the State’s) regulatory authority.

## COMMENTS

### **1. The District’s Authority to Adopt an Indirect Source Rule (“ISR”) is Limited by the Federal CAA (42 U.S.C. § 7401 et seq.)**

Congress adopted CAA Section 110(a)(5)(A),<sup>15</sup> as part of the Clean Air Act Amendments of 1977, reacting to strong opposition to U.S. EPA’s attempts to impose controls on indirect

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<sup>13</sup> FAA, *The Economic Impact of Civil Aviation on the U.S. Economy – State Supplement* (November 2020) at 35.

<sup>14</sup> *Id.*

<sup>15</sup> 42 U.S.C. § 7410(a)(5)(A).

sources. The provision prohibits U.S. EPA from requiring states to incorporate ISRs in their State Implementation Plans (“SIPs”) but allows states to include an “indirect source program” in their SIPs.<sup>16</sup> However, this did not empower states to enact ISRs of any scope or effect whatever. Rather CAA Section 110(a)(5)(A) permits states to incorporate ISRs into their SIPs as long as those ISRs are consistent with limitations established by the CAA and other federal law.

The District itself recognizes its authority to promulgate this rule is limited by and subject to federal law, including the CAA. District staff affirms that the purpose of PR 2305 is to achieve reductions in NOx emissions that will contribute to its efforts to attain the Ozone and PM NAAQS, as required by the CAA. The Draft Staff Report acknowledges that the CAA requires the State to submit a SIP for nonattainment areas that do not meet NAAQS and PR 2305 is put forward to implement the SIP. The District is the entity required under State law to develop a plan to demonstrate compliance with NAAQS and, in March 2017, the District approved its 2016 AQMP, which was subsequently incorporated into the State SIP by CARB and approved by U.S. EPA in 2019. The 2016 AQMP included “MOB-03 – Emissions Reductions at Warehouse Distribution Centers,” which called for a process to consider various strategies to achieve such reductions. Subsequently, in May 2018, the District Governing Board directed staff to develop an ISR applicable to warehouses, leading to PR 2305. In short, the central purpose of PR 2305 is to achieve compliance with the CAA. Indeed, District staff affirms:

There are six key reasons why PR 2305 and PR 316 are needed. *First and foremost*, the SCAB region continues to experience ozone and fine particulate matter levels that exceed federal air quality standards. . . . NOx is the primary pollutant that needs to be reduced to meet federal air quality standards, and mobile sources associated with goods movement make up about 52% of all NOx emissions in the SCAB. Trucks are the largest source of NOx emissions in the air basin and also for the emissions associated with warehouses. Any diesel PM reductions brought about by PR 2305 and PR 316 will also help meet federal air quality standards for fine PM.<sup>17</sup>

In other words, the primary reason PR 2305 has been proposed for adoption is to induce reductions in NOx emissions – overwhelmingly from trucks – required to enable the District to attain the Ozone NAAQS. As stated in its legal analysis:

By approving MOB-03 into the 2016 AQMP, the South Coast AQMD and CARB have committed to, and the U.S. EPA has authorized, the development [18] of an indirect source rule to achieve emission reductions from mobile sources attributed to warehouse activities, in order to assist attaining the federal ozone NAAQS in 2023 and 2031.<sup>19</sup>

In order for PR 2305 to achieve its objective (i.e., “assist attaining the federal ozone NAAQS”) it will have to be submitted as a revision to the State SIP and approved by U.S. EPA. EPA has explicitly acknowledged that it cannot approve an ISR (or any other SIP measure) unless the District/State has demonstrated it has “legal authority to carry out SIPs and SIP revisions” and

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<sup>16</sup> Importantly, Congress did not authorize states to promulgate ISRs applicable to airports and other “major federally assisted indirect sources” allocating that authority to EPA. CAA Section 110(a)(5)(B).

<sup>17</sup> *Second Draft Report: Proposed Rule 2305 - Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305* (April 2021) (“*Second Draft Report*”) at 14 (emphasis added) (footnotes omitted).

<sup>18</sup> It is the development of the ISR that, at this stage, has been authorized by EPA. EPA has not considered and has not authorized the Warehouse ISR as proposed in PR 2305.

<sup>19</sup> *Second Draft Report* at 18.

such legal authority does not exist where a proposed ISR is preempted by federal law, including the CAA.<sup>20</sup>

A comment letter from the District's outside law firm contends "[t]he [federal Clean Air Act] is irrelevant to the District's authority to adopt the proposed rule" because "[t]he District's regulatory authority represents an exercise of the State's police power . . . as delegated by the Legislature; the CAA is not the source of the District's authority."<sup>21</sup> This analysis is inapt. Under the CAA, a State must always have underlying legal authority conferred by its Legislature to adopt an enforceable regulation in order for that regulation to be eligible for incorporation into a SIP. CAA Section 110(a)(2)(E) (SIP "shall . . . provide (i) necessary assurances that the State . . . will have adequate . . . authority under State (and as appropriate, local) law to carry out such implementation plan"). This provision, which conditions the authority of a state to adopt a SIP measure on obtaining the power to adopt an ISR from the source of that power (the Legislature) is itself a limitation on a state's authority to adopt an ISR and an affirmation that the CAA limits that power.<sup>22</sup> Indeed, it defies common sense to assert that the purpose of the ISR is to assist in achieving compliance with the CAA but whether the ISR itself complies with the CAA is "irrelevant." The District's lawyers concede the point by affirming the ISR "is expressly authorized by the CAA in Section 110(a)(5)."<sup>23</sup>

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<sup>20</sup> *Revisions to the California State Implementation Plan, San Joaquin Valley Unified Air Pollution Control District – Final Rule*, 76 Fed. Reg. 26609, 26609-10 (May 9, 2011). See also, *Id.* at 26614 ("in reviewing SIP submissions, EPA's role is to approve State choices, provided that they meet the criteria of the Clean Air Act") (emphasis added).

<sup>21</sup> *Letter from Zinn et al to Bayron Gilchrist and Barbara Baird, SCAMQD: Responses to Comments Submitted by the California Trucking Association* (April 1, 2021) (hereinafter "Zinn Letter") at 2 (citations omitted) (emphasis added).

<sup>22</sup> Certainly, an exercise of the "State's police power" is subject to limitations imposed by federal law. See *City of Burbank v. Lockheed Air Terminal, Inc.*, 411 U.S. 624 (1973) (exercise of police power preempted by federal law); *San Diego Unified Port District v. Giantrucco*, 651 F.2d 1306, 1316 (9<sup>th</sup> Cir. 1981) (imposition of land use permit preempted by federal law; "The observation that a state has a power in no way implies any doubt about equally well-settled limits to that power, such as federal preemption"). In fact, state and federal law further limit the District's authority to promulgate ISRs by explicitly providing it may not encroach on the land use powers of cities and counties. The Clean Air Act Amendments of 1990 provide that "[n]othing in this Act constitutes an infringement on the existing authority of counties and cities to plan and control land use, and nothing in this Act provides or transfers authority over such land use." Pub. L. 101-549 § 131, U.S. Code Cong. & Admin. News (104 Stat.) 2399, 2689 (emphasis added). Section 40716(b) of the CA Health & Safety Code ("H&SC") incorporates the equivalent language into state law, providing that a district's authority, as set out in § 40716(a), cannot infringe on the land use authority of cities and counties. See *Att. Gen. Opin. 92-519* (1993) at 5 ("While subdivision (b) of section 40716 ensures that a regulatory program for indirect sources may legally coexist with the traditional land use planning and control prerogatives exercised by cities and counties . . . it also indicates an intent to uphold the authority of cities and counties to plan and control land use"). The California Legislature took pains to make it especially clear that the South Coast District's authority to promulgate indirect source rules is constrained and preempted by the land use authority vested in the State's cities and counties. Specifically, H&SC § 40440(b)(3) provides that the District's authority to promulgate indirect source rules is limited to those actions that are "[c]onsistent with Section 40414;" Section 40414 provides: "No provision of this chapter shall constitute an infringement on the existing authority of counties and cities to plan or control land use, and no provision of this chapter shall be interpreted as providing or transferring new authority over such land use to either the south coast district, the Southern California Association of Governments, or the state board." Thus, to the extent PR 2305 infringes on city and county land use authority, it is preempted by both the CAA and the CA H&SC. See also, *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning - A Reference for Local Governments Within the South Coast Air Quality Management District* at p. 1-13 (May 6, 2005) ("**Local governments have the flexibility to address air quality issues through ordinances, local circulation systems, transportation services, and land use. No other level of government has that authority, including the AQMD.**") (bold original; underlining added).

<sup>23</sup> Zinn Letter at 5. To be clear, we agree with both assertions in the Zinn Letter that (1) the CAA is not the source of state/district power to promulgate ISRs and (2) the CAA "authorizes" the exercise of that power to help attain NAAQS. Section 110(a)(5) "authorizes" states/district to promulgate ISRs, not in the sense that it creates the power for them to

California law also subjects the District's authority to adopt ISRs to the limitations imposed by state and federal law. Under California law, "[b]efore adopting, amending, or repealing a rule or regulation, the district board shall make findings of . . . authority . . . and consistency . . . ." H&SC § 40727(a) (emphasis added). H&SC Section 40727(b) defines "authority" to mean "a provision of law or of a state or federal regulation permits or requires the regional agency to adopt . . . the regulation"; "consistency" is defined to mean "that the regulation is in harmony with, and not in conflict with or contradictory to, existing statutes, court decisions, or state or federal regulations." H&SC § 40440(a) repeats these limitations and specifically applies them to the District, providing that the "south coast district board shall adopt rules and regulations that carry out the plan and are not in conflict with state law and federal laws and rules and regulations." H&SC § 40440(b) makes clear these limitations apply to "indirect source rules." Just as CAA Section 110(a)(5) limits the District's authority to promulgate ISRs to those consistent with the CAA and other federal law, California law provides the District cannot adopt an ISR if it is "in conflict with or contradictory to" federal law and regulations.

## 2. PR 2305 Exceeds the District's Authority Because it Applies to Existing Warehouses

The CAA defines an "indirect source program" as a "the facility-by-facility review of indirect sources of air pollution" that includes "measures as are necessary to assure, or assist in assuring, that a new or modified indirect source will not attract mobile sources of pollution" that would cause or contribute to an exceedance of or prevent the maintenance of a NAAQS. CAA Section 110(a)(5)(D) (emphasis added). The history of the development of the "indirect source" concept in EPA's regulatory actions and the amendments of the CAA make clear that Section(a)(5)(D) means precisely what it says.

In 1973, the EPA Administrator declared it was his "judgment [that] it is necessary to review, and where necessary prevent, the construction of facilities which may result in increased emissions from motor vehicle activity or emissions from stationary sources that could cause or contribute to violation of [NAAQS]. Such facilities are generally designated 'complex sources.'"<sup>24</sup> EPA announced the Administrator would "require all States to adopt and submit to him a legally enforceable procedure for reviewing the impact of the construction and modification of a 'complex source' and for preventing the construction or modification of complex source where necessary to attain and maintain a national standard."<sup>25</sup> In a separate action taken that day, EPA issued an advance notice of proposed rulemaking stating the Administrator "has determined that it is necessary for State [implementation] plans to contain, at a minimum, procedures whereby the State can review prior to construction or modification, the location of sources of pollution and of other facilities which may cause an increase in air pollution because of activities associated with such facilities" and provided notice that the Administrator would

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do so (that is done – if at all – under State law), but in the sense that it permits them to do so (subject to the CAA and other superseding federal law).

<sup>24</sup> 38 Fed. Reg. 6279 (March 8, 1973) (emphasis added). We also note that EPA understood the underlying power to regulate an indirect source – even if EPA were to require states/districts to do so under the CAA – must come from the States themselves. 38 Fed. Reg. 6279, 6280 ("States will be required to have the authority to disapprove the construction or modification [of indirect sources] . . . States should begin now to determine their legal authority . . . and to obtain such authority where it is lacking.")

<sup>25</sup> *Id.* (emphasis added).



propose regulations requiring “States . . . to have legally enforceable procedures reviewing prior to construction or modification, the location of such facilities and for preventing such construction or modification where it would interfere with the attainment or maintenance of a national standard.”<sup>26</sup> Later that year, EPA issuing a notice of proposed new “guidelines” (in the form of proposed amendments to its regulations), explaining:

It is generally recognized, however that not only the types of facilities generally known as stationary sources but also facilities such as airports, amusement parks, highways, shopping centers and sport complexes also affect or may affect air quality by indirect means, primarily by means of the mobile source activity associated with them. . . . [This] proposal . . . would require, with respect not only with respect to ‘stationary sources’ in the traditional sense, but also certain other types of facilities, as assessment of both direct and indirect effects on air quality prior to their construction . . .<sup>27</sup>

EPA finalized these “guidelines” (in the form of final amendments to its regulations) referring to them as “requirements for the review of the indirect impact of new or modified sources, i.e., the impact arising from associated mobile source activity,” explaining that “[i]n the Administrator’s judgment, indirect impact of new or modified sources” was necessary to attaining NAAQS.<sup>28</sup> In February the following year, EPA promulgated final regulations requiring “Review of Indirect Sources” in which it explained that the regulations expanded new source review procedures “to cover not only stationary sources but ‘complex’ or ‘indirect’ sources of air pollution – facilities which do not themselves emit pollutants, but which attract increased motor vehicle activity . . . .”<sup>29</sup> These regulations were “applicable only to facilities commencing construction on or after January 1, 1975.”<sup>30</sup> In the face of intense opposition from state and local governments over EPA’s assertion of its authority to regulate “indirect sources” the Agency suspended its “Review of Indirect Sources” regulations and, as part of the Clean Air Act Amendments of 1977, Congress enacted CAA Section 110(a)(5)(A) explicitly denying EPA the authority to require states to include “indirect source review programs” in their SIPs but permitting them to do so. In doing so, Congress made clear in CAA Section 110(a)(5)(D) that such programs, which – as is clear from the extensive history above – had never included existing indirect sources, were to be defined as limited to those including “measures as are necessary to assure, or assist in assuring, that a new or modified indirect source” would not cause or contribute to exceedance of a NAAQS.<sup>31</sup>

Accordingly, it is clear that the CAA limits any ISR adopted pursuant to the CAA to new and modified indirect sources. It is also clear under California law that the District has authority to regulate only “new sources” using an indirect source rule. CA H&SC § 40440(b) provides (emphasis added) that the District must “provide for indirect source controls in those areas of the south coast district in which there are high-level, localized concentrations of pollutants or

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<sup>26</sup> 38 Fed. Reg. 6290, 6291 (March 8, 1973) (emphasis added).

<sup>27</sup> 38 Fed. Reg. 9599 (April 18, 1973) (emphasis added).

<sup>28</sup> 38 Fed. Reg. 15834, 15835 (June 18, 1973) (emphasis added).

<sup>29</sup> 39 Fed. Reg. 7270 (Feb. 25, 1974).

<sup>30</sup> 39 Fed. Reg. 7270, 7272 (Feb. 25, 1974).

<sup>31</sup> Pub. L. 95-95 § 108(e), 1977 U.S. Code Cong. & Admin. News (91 Stat.) 685, 695-696 (emphasis added). See *NRDC, Inc., v. USEPA*, 725 F.2d 761, 765 (DC Cir., 1984) (“Congress . . . was not so accepting of EPA’s actions. Congress reacted negatively and immediately to EPA’s attempt to regulate indirect sources of pollution . . . [and] amended the Act to make clear that states could not be required, though they were permitted, to regulate indirect sources of pollution.”).

with respect to any new source that will have a significant effect on air quality in the South Coast Air Basin.” Because PR 2305 applies to existing warehouses it plainly exceeds the District’s (and the State’s) authority.<sup>32</sup>

In addition, the CAA expressly provides that EPA “shall have” the authority to establish “indirect source review programs which apply only to federally assisted highways, airports, and other major federally assisted indirect sources and federally owned or operated indirect sources.” CAA Section 110(a)(5)(B). Thus, any ISR promulgated by the District – whether otherwise consistent with the CAA or other federal law – cannot regulate on-airport facilities. As such, PR 2305 also exceeds the District’s jurisdiction insofar as it applies to on-airport facilities.

### 3. PR 2305 is Preempted by Federal Law

Under the Supremacy Clause, U.S. CONST. art. VI, cl. 2, state laws that “interfere with, or are contrary to,” federal law are invalid and preempted. *Gibbons v. Ogden*, 22 U.S. 1, 211 (1824). As pointed out above, the District’s proposed ISR (PR 2305) “represents an exercise of the State’s police power” and as such is subject to limitation by Congress’ exercise of its superseding power through federal law.

Federal legislation may expressly preempt state law, or it may do so implicitly in at least two ways – where Congress intends federal law to “occupy the field,” and where state law conflicts with federal law. *Crosby v. Nat’l Foreign Trade Council*, 530 U.S. 363, 372 (2000). Conflict preemption exists “where it is impossible for a private party to comply with both state and federal law,” or where the challenged law “stands as an obstacle to the accomplishment and execution of the full purposes and objectives of Congress.” *Id.* at 372-73 (quoting *Hines v. Davidowitz*, 312 U.S. 52, 67 (1941)). “[T]he purpose of Congress is the ultimate touchstone in every pre-emption case.” *Wyeth v. Levine*, 555 U.S. 555, 565 (2009) (citation and internal quotation marks omitted); *Cippollone v. Liggett Group, Inc.* 505 U.S. 504, 516 (1992) (purpose of Congress is “ultimate touchstone” of preemption analysis).

As discussed above, CAA Section 110(a)(5)(D) is an example of such a limitation, preempting any regulation of existing (as opposed to “new or modified”) sources. As explained in footnote 22 above, to the extent the District proposed Warehouse ISR infringes on city and county land

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<sup>32</sup> The Attorney General Opinion cited by staff in the *Second Draft Report* is not contrary. In fact, the Opinion supports the conclusion that an ISR adopted under the CAA may only apply to new or modified sources. That opinion asserts “a district’s regulations may require the developer of an indirect source to submit the plans to the district for review and comment prior to the issuance of a permit for construction by a city or county. A district may also require the owner of an indirect source to adopt reasonable post-construction measures to mitigate particular indirect effects of the facility’s operation.” Atty. Gen. Opinion 92-519 at 6. This language nowhere asserts that an “indirect source” includes an existing indirect source or that an “indirect source review program” may – contrary to the express language of CAA Section 110(a)(5)(D) – include measures other than those “necessary to assure . . . that a new or modified source will not attract mobile sources of air pollution.” In fact, the Opinion clearly affirms “[t]he federal administrative regulation, referred to as ‘indirect source review,’ entailed requiring such facilities to obtain federally-controlled permits before construction or significant modification” and this led to Congress to enact “the 1977 amendments to the Clean Air Act” pertaining to “[i]ndirect source reviews.” Atty. Gen. Opinion 92-519 at 6 (emphasis added) (citation omitted). To be valid – and consistent with the Opinion’s understanding of the origin of “indirect source reviews” – the statement that district regulations may require owners of indirect sources to adopt post-construction measures to mitigate emissions must be interpreted to mean such measures can only be applied prospectively to entities that will operate indirect sources that are either newly constructed or after their modification.

use authority, it also is preempted by both the CAA and the CA H&SC. Below we address the preemptive effect of other federal statutes.

**a. PR 2305 is Preempted by the CAA Section 209(e)**

The opinion of the United States Court of Appeals for the Ninth Circuit in *National Assn. of Home Builders v San Joaquin Valley Unified Air Pollution Control Dist.* (2010) 627 F.3d 730 (“NAHB”) makes clear that an indirect source rule may be subject to preemption by CAA Section 209(e).<sup>33</sup> The legal and factual arguments as to whether PR 2305 is preempted by Section 209(e) have been set forth at length in the comments of Holland & Knight submitted on behalf of the California Trucking Association and the District’s response (the Zinn Letter). We agree with the analysis presented in the Holland & Knight comment letter that Proposed 2305 effectively creates a purchase mandate that is preempted by CAA Section 209(e). *Engine Manufacturers Assn v. South Coast Air Quality Management Dist.* (2004) 541 U.S. 246, 252, 255 (“EMA”).<sup>34</sup>

**b. PR 2305 is Preempted by Other Federal Statutes**

Under the Airline Deregulation Act (“ADA”) “a state [or] political subdivision of a state . . . may not enact or enforce a law, regulation, or other provision having the force or effect of law related to a price, route, or service of an air carrier . . .” 49 U.S.C. § 41713(b)(1). The Federal Aviation and Administration Authorization Act (“FAAAA”) contains similar language precluding states and local governmental entities from “enact[ing] or enforce[ing] a law, regulation, or other provision having the force and effect of law related to a price, route, or service of any motor carrier ... with respect to the transportation of property.” 49 U.S.C. § 14501(c)(1). The “FAAAA” language is “borrowed language from the Airline Deregulation Act of 1978” (*Rowe v. N.H. Motor Transp. Ass’n*, 552 U.S. 364, 368 (2008)) and “analysis from . . . Airline Deregulation Act cases” is viewed as “instructive for our FAAAA analysis as well.” *Dilts v. Penske Logistics, LLC*, 769 F.3d 637, 644 (9<sup>th</sup> Cir. 1974). However, “the FAAAA formulation contains one conspicuous alteration — the addition of the words ‘with respect to the transportation of property.’ That phrase massively limits the scope of preemption ordered by the FAAAA.” *Dan’s City Used Cars, Inc. v. Pelkey*, 569 U.S. 251, 261 (2013) (internal quotation and citation omitted).

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<sup>33</sup> While we agree with the NAHB court in this aspect of its opinion, we strongly disagree with its fundamental analysis of the preemption issue. In short, the NAHB court appears to conclude that as long as a state/district adopts an ISR that “targets emissions, and requires emissions reductions, from [an indirect source] as a whole” [at 739] it may effectively pierce Section 209(e). The court’s observations that “Section 110(a)(5) . . . is a grant of power to the states,” [at 739, n.8], “[i]t would be odd if the Act took away from the states with one hand what it granted with the other” and “[p]reemption would be an especially strange result given the history of the Act” [at 737] reflect a fundamental misunderstanding of the effect of CAA Section 110(a)(5) and the history of the Act. As explained at length above, CAA Section 110(a)(5) did not “grant” the underlying power upon which states/districts must rely to promulgate ISRs; that power is granted by a state Legislature. Because the source of a district’s/state’s power to adopt an ISR is state law it remains subject to preemption by federal law. In short, federal preemption is not an “odd” effect or a “strange result” of CAA Section 110(a)(5): it is carefully preserved in the statute.

<sup>34</sup> See also 76 Fed. Reg. 26609, 26611 (May 9, 2011) (“an ISR rule otherwise authorized under CAA section 110(a)(5) . . . could be preempted if it creates incentives so onerous as to be in effect a purchase mandate”); US EPA Region IX Air Division, *Technical Support Document for EPA’s Rulemaking for the California State Implementation Plan as submitted by the California Air Resources Board Regarding San Joaquin Valley Unified Air Pollution Control District Rule 9510, ‘Indirect Source Review (ISR)’* at 12 (“If the in-use control either 1) acted to compel the manufacturer or user of a nonroad engine to change the emission control design or equipment of the nonroad engine, or 2) created incentives so onerous as to be in effect a mandate to manufacture or use one engine over another, the in-use control could fall within the scope of preemption under section 209”).

In *Morales v. TWA*, 504 U.S. 374, 383, 384 (1992), the Supreme Court explained that the "related to" phrase "express[es] a broad pre-emptive purpose" and means that a state law that "has a connection with, or reference to," a carrier's price, route, or service is preempted. In *Morales* the Court held a state law may be preempted even if its effect on prices, routes or services "is only indirect" (*Id.* at 386), observing that where a state law affects airline prices "in too tenuous, remote, or peripheral a manner" it might not be preempted (*Id.* at 390). In *Rowe* the Court made clear "less direct" state laws – even one that "tells *shippers* what to choose rather than *carriers* what to do" – are preempted where the "effect is that carriers will have to offer . . . services that differ significantly from those that, in the absence of regulation, the market might dictate." *Rowe* at 372.<sup>35</sup> *Rowe* held that the FAAAA preempted a Maine law that forbade licensed tobacco retailers from using "a 'delivery service' unless that service follows particular delivery procedures." *Id.* at 371. The Court noted that the Maine law would have "a 'significant' and adverse 'impact' in respect to the federal Act's ability to achieve its preemption-related objectives," because it would "require carriers to offer a system of services that the market does not now provide (and which the carriers would prefer not to offer)." *Id.* at 371-72. As other circuits have explained, *Rowe* thus "necessarily defined 'service' to extend beyond prices, schedules, origins, and destinations." *Air Transp. Ass'n v. Cuomo*, 520 F.3d 218, 223 (2d Cir. 2008). *Accord DiFiore v. Am. Airlines*, 646 F.3d 81, 88 (1st Cir. 2011).

*Federal Express Corp. v. California Public Utilities Comm'n*, 936 F.2d 1075 (9th Cir. 1991) is also instructive in evaluating the ISR as it applies to air carriers. There the California Public Utilities Commission ("PUC") had issued several "general orders" that regulated, among other things the "terms of the terms of the bills of lading, the freight bills and 'accessorial services' documents issued by the carriers" subject to "a procedure by which carriers may obtain variances from its orders" as part of what the PUC claimed was a "flexible" and "adaptive" regulatory program. *Id.* at 1077. The court observed:

trucking operations of Federal Express are integral to its operation as an air carrier. The trucking operations are not some separate business venture; they are part and parcel of the air delivery system. Every truck carries packages that are in interstate commerce by air. The use of the trucks depends on the conditions of air delivery. The timing of the trucks is meshed with the schedules of the planes.

*Id.* at 1078.<sup>36</sup> The court ruled that even "regulations which are not patently economic — the rules on claims and bills of lading, for example — relate to the terms on which the air carrier offers its services. Terms of service determine cost. To regulate them is to affect the price. The

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<sup>35</sup> See also *American Trucking Associations v. City of Los Angeles*, 559 F.3d 1046, 1053 (9th Cir. 2009). There, although it reversed the district court's decision on other grounds, the Ninth Circuit "fully agree[d] with the district court" that plaintiffs had demonstrated a likelihood of succeeding on the merits of their claim that concession agreements required by city ordinance were preempted by the FAAAA, commenting "[t]hat the Concession agreements relate to prices, routes or services of motor carriers can hardly be doubted." The Ninth Circuit thus "fully agreed" with District Court finding that "the concession agreements here directly regulate the carriers themselves, at least to the extent that they wish to access the Ports. Therefore, the effect of the concession agreements on 'price, route, or service,' would likely be sufficiently non-tenuous and direct to warrant preemption." *Am. Trucking Ass'ns, Inc. v. City of Los Angeles*, 577 F. Supp.2d 1110, 1117 (citations omitted).

<sup>36</sup> The Federal Aviation Act of 1958 also preempts PR 2305 insofar as it interferes with the FAA's exclusive jurisdiction over aviation, including the movement and/or operation of aircraft. See *Burbank v. Lockheed Air Terminal, Inc.*, 411 U.S. 624, 633 (1973) ("[f]ederal control [over aviation] is intensive and exclusive") (quoting *Northwest Airlines, Inc. v. Minnesota*, 322 U.S. 292, 303 (1944)).

terms of service are as much protected from state intrusion as are the air carrier's rates." *Id.* Accordingly, the Court determined the ADA preempted the PUC from applying its regulations to air carriers.

PR 2305 will undoubtedly increase the costs of operating warehouses and for airline cargo operations. But the effects of the proposed regulation go far beyond mere economic effects to directly affect carrier routes and services. In fact, the central obligation imposed under PR 2305 (d)(1) establishes a "WAIRE Points Compliance Obligation (WPCO)" that is a function of two parameters: "Weighted Annual Truck Trips (WATT)" and "Stringency."<sup>37</sup> This WATT parameter depends on the "number of truck trips" and the type of trucks making those trips, weighted by truck class according to the relative level of emissions associated with that class.<sup>38</sup> The regulatory obligation imposed under the ISR is thus literally a direct function of the routes (here termed "trips") and services provided (types of trucks used). This is a textbook case of a regulatory measure that is preempted under the ADA and FAAAA. This is reenforced by Staff's explicit affirmation that the Stringency parameter of the WPCO is set at a level designed to do far more than impose economic costs: "as demonstrated in the 'Compliance Cost' section . . . there will be financial impacts to industry to implement PR 2305, and it will also require many warehouse operators and cargo owners to change their business practices to implement actions required by PR 2305."<sup>39</sup> The proposed rule also directly regulates cargo services provided by motor carriers and air carriers by establishing applicability thresholds based on warehouse size.<sup>40</sup> Moreover, to demonstrate compliance with the regulation, PR 2305, "[w]arehouse operators are required to submit truck data . . . for the amount of warehouse activity during the compliance period" which must be "contemporaneous" with the truck trips themselves (e.g., recorded at least daily) in a manner "verifiable by South Coast AQMD staff."<sup>41</sup> This level of intrusion into the business practices of motor and air carriers and the requirements to adopt a new system of service far exceed those considered by the Supreme Court in *Rowe* and the

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<sup>37</sup> *Second Draft Report* at 27; PR 2305 (d)(1)(A).

<sup>38</sup> *Second Draft Report* at 28; PR 2305 (d)(1)(B).

<sup>39</sup> *Second Draft Report* at 58 (emphasis added). District staff all but directly affirms the ISR is specifically designed to require warehouse owners/operators to provide services and operate routes using low-emitting trucks. The "first and foremost reason" the District identifies for adopting PR 2305 is that the "SCAB region continues to experience ozone and fine particulate matter levels that exceed federal air quality standards," a circumstance that cannot be realistically addressed without reducing emissions from trucks because they "are the largest source of NOx emissions in the air basin . . ." *Second Draft Report* at 14. In describing the rationale for setting the WPCO "Stringency" parameter, District staff discuss the need to ensure the truck fleet in the SCAB becomes cleaner at length:

Even [under] the most aggressive modeling in [CARB's Draft Mobile Source Strategy], in 2023 more than 95% of heavy-duty trucks will be no cleaner than 2010 engine standards assumed for all trucks in the baseline emissions inventory from the 2016 AQMP. This scenario projects these trucks will still make up about 57% of the truck fleet in 2031. Since the 2016 AQMP requires a 45% and 55% reduction in NOx by 2023 and 2031 respectively, the continued presence of large fractions of 2010 MY trucks in the fleet will hamper efforts to meet these deadlines.

*Second Draft Report* at 52-53 (footnote omitted). The District goes on to affirm: "Because of the pressing need to meet federal air quality standards in 2023 and 2031, both from a public health perspective and from a public policy perspective . . . the stringency of the rule should be set at a level that achieves emission reductions beyond what other regulations will require." *Id.*

<sup>40</sup> See, e.g., PR 2305 (b), (d)(1).

<sup>41</sup> *Second Draft Report* at 28, 91.

Ninth Circuit in *Federal Express v. PUC* and determined to be preempted by the FAAAA and ADA.<sup>42</sup>

The contention that PR2305 is not preempted because it does not “*require* any particular action at all” and “flexibility and choice [is] built into the proposed rules”<sup>43</sup> is not correct. In *Ray v. Atl. Richfield Co.*, 435 U.S 151 (1978) the Court held a Washington State statute mandating certain design criteria for ocean going vessels was preempted by federal law. The Court also held that a separate provision, requiring vessels to be escorted by a tug but waiving that requirement if the vessel met certain design criteria was not preempted because the provision did not “exert pressure on tanker owners to comply with the design standards.” 435 at 173 n.25. See also *United States v. Massachusetts*, 493 F.3d 1, 23 (1<sup>st</sup> Cir. 2007) (finding a state financial assurance requirement would be preempted if it “placed strong pressure on the industry” to conform to preempted design criteria). PR 2305 does not present a case of whether an “alternative” means of compliance is preempted because it creates sufficient pressure to indirectly compel a regulated entity to use a compliance alternative that is preempted. Here, the compliance obligation is explicitly and purposefully designed to ensure that the only means available to a regulated entity to reduce its compliance obligation are to reduce the number of truck trips or change the type of trucks making those trips. In addition, the applicability thresholds are explicitly tied to the size and extent of cargo services provided. The District is preempted by the FAAAA and the ADA from dictating such business practices. Even if it were conceded that the “alternatives” for achieving compliance are not preempted, the District is directly regulating – through the compliance obligation and applicability thresholds – business practices that *Rowe* and other cases discussed above clearly establish the District is preempted from regulating under the FAAA and ADA.<sup>44</sup>

Finally, we emphasize that the “option” of allowing regulated entities to meet their WPCO by simply paying a mitigation fee could not save PR 2305 from preemption. As an initial matter, we reject the contention that a governmental entity that does not have the power to compel a particular action can extract a fee or other payment from a regulated entity for failing to take that action. Moreover, the mitigation fee is arguably created not to provide a means for warehouse owners/operators to choose more “efficient” actions, but because for many warehouse owners/operators it is the only means available for achieving compliance with the WPCO. Some operators (like many predominately passenger air carriers) do not operate their own fleet of trucks and therefore cannot purchase trucks, by far the most effective means of generating WAIRE points, leaving such carriers in the position of being unable to achieve compliance without paying the mitigation fee. In other words, the mitigation fee is not an option available to

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<sup>42</sup> We note that *Rowe* contradicts the claim in the Zinn Letter (at 11) that “[r]egulations concerning pollution-control technology fall into the category of regulation of resource inputs that are generally not preempted.” *Rowe* at 373 (“Despite the importance of the public health objective, we cannot agree with Maine that the federal law creates an exception on that basis, exempting state laws that it would otherwise pre-empt. The Act says nothing about a public health exception”). In addition, the distinction drawn between laws that regulate “inputs” and “outputs” only reinforces the conclusion that PR 2305 is preempted: the regulation’s compliance obligation is a function of “outputs,” i.e., number of truck trips and types of trucks used. Moreover, cases drawing such a distinction involve laws or regulations of “general applicability,” not regulations like PR 2305 that directly regulate carrier operations.

<sup>43</sup> Zinn Letter at 9-10 (emphasis original).

<sup>44</sup> Using the *Ray* parlance, PR 2305 applies regulatory “pressure” directly through the WPCO and applicability thresholds. The *Ray* analysis, which is applied to determine whether indirect regulatory pressure is “direct enough” to establish preemption, proceeds from the unquestionable premise that direct regulation of preempted matters is forbidden.

carriers “in lieu” of other compliance options, but rather the *only* compliance option available. In this circumstance, the ISR is effectively a purely economic regulation of the carrier’s business that is directly related to the prices, routes and services the carrier provides. This is a clear case of a regulatory measure that is preempted under the FAAA and ADA.<sup>45</sup>

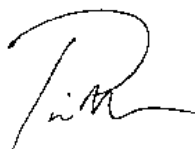
#### **4. PR 316 Also Exceeds the District’s Authority**

Because the District lacks authority to adopt PR2305, it cannot adopt the fee rule – PR 316 – intended to support it.

#### **CONCLUSION**

We appreciate the opportunity to comment.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Tim", with a large, stylized initial "T" and "P" that loops together.

Timothy A. Pohle  
Senior Managing Director, Environmental Affairs

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<sup>45</sup> In this circumstance, the ISR also is preempted by the Anti-Head Tax Act, 49 U.S.C. § 40116 because it imposes a “fee” or “charge” on the sale of air transportation and transportation of property by aircraft. See 49 U.S.C. § 40102(a)(5) (definition of “air transportation”) and See 49 U.S.C. § 40102(a)(25) (definition of “interstate air transportation”).

**From:** Ralph Bocchetti <riverglen2816@yahoo.com>

**Sent:** Tuesday, May 4, 2021 3:03 PM

**To:** Victor Juan <vjuan@aqmd.gov>

**Cc:** Governing Board <GoverningBoard@aqmd.gov>; Ralph Bocchetti <riverglen2816@yahoo.com>

**Subject:** Public comments for Proposed Rule 2305 Warehouse ISR May 7, 2021 meeting

My name is Ralph Bocchetti. I have been a resident of south Fontana since August 2009. I live in the Southridge KB home Bonita Canyon project. I am the Captain of our Neighborhood Watch.

I along with a number of my neighbors have some concerns how the recently built and under consideration additional mega warehouses will have on the quality of life in the South Fontana area.

When I moved here in 2009 I noticed a number of For Lease signs on existing warehouses on Jurupa and Etiwanda (Fontana and Ontario). The square footage still currently available for warehousing is in the millions of square feet.

Today, these same warehouses still have For Lease signs. However, both Ontario and Fontana are currently building more new warehouses of at least 2 million additional square feet. The new Fontana warehouses are adjacent to a large residential area. Hundreds of single family homes have been demolished to make way for the mega warehouses. The additional truck trips will also pass by 2 high schools.

I guess the City of Fontana has been doing their recent planning approval on the premise of BUILD IT AND THEY WILL COME. Well, for a number of reasons these properties are still sitting vacant for years.

When I attended one of the quarterly meetings I asked why the Ralph's store in Southridge was closing. I was told by the city council member that the income level of the local area could not support a Ralph's store. A lower end supermarket eventually moved into their space.

We are creating low wage part time jobs with little or no benefits with a trade off of more air pollution, more traffic, more health issues, a decrease in property values and an increase in road repair. Remember this area cannot even support a Ralph's store. Why continue a race to the bottom of the barrel?



A recent study shows that air pollution causes hundreds of thousands of cancer deaths each year. Particulate matter (especially from diesel), factories, cars and other sources are the main culprits. Scientists now classify polluted air as a Group 1 cancer source, along with plutonium, silica dust, ultraviolet radiation and tobacco smoke. The result is more than 220,000 human lives cut short.

Covid-19 is primarily transmitted in the air. Any lung impairment makes even an otherwise healthy person more likely to contract this deadly virus.

The biggest source of pollution in the greater Los Angeles area is the Port of Los Angeles and the Port of Long Beach. There is an increased level of asthma, heart disease, and cancer in the surrounding cities. Both Los Angeles and Long Beach have instituted a Clean Ports program which involves not allowing older more polluting trucks to deliver or haul from either port. Incentives up to \$25,000 are allowed to owner/operators to upgrade their trucks. They have also installed electrical connections so the ships do not need to burn dirty diesel bunker fuel while in port.

If the City of Fontana feels warehousing is the best course for new development then they should partner with the City of Ontario to create a similar program. As you well know San Bernardino already has the some of worst if not the worst air pollution in America.

Per the state of the City brochure it clearly states the new Citrus and Cherry interchanges are being constructed for business to facilitate more warehouse operations.

During our most recent economic downturn there has one segment to the economy which has seen continued growth. I am talking about GREEN jobs. These are jobs that are higher paying, help to improve our quality of life and can't be outsourced. In fact today 85% of the world's economy is now outside the United States.

Riverside has done and is continuing to do a number of GREEN projects in energy generation. This is a great way to also employ the skilled trade workers who are still out of work due to a decrease in new housing starts.

On the wage end an average worker at a Wendy's earns \$7.35 per hour, a Walmart worker \$9.40 per hour and a Costco worker \$22.80 per hour. Again, do we need to continue to solicit for low wage jobs in a area which has an income base so low that it cannot even support a Ralph's store? There has to be a better way.

It is fine to be Open for Business but let us take a Smart Growth approach. If all the current vacant and under construction warehouse space is leased out we will only create more traffic, low wage jobs, more air pollution and the need for more frequent road repair.

**Specific to proposed rule 2305:**

(1) Require all yard vehicles to be EV powered NOT gasoline, diesel or natural gas (these are all fossil fuels). Burning of any fossil fuels contributes to poor air quality and global warming.

- (2) Require big rigs and delivery vehicles to be EV powered.
- (3) Require solar panels to be installed on the warehouses.
- (4) Look to not allow fossil fuel powered vehicles which are replaced with EV's to be sent to other parts of the state, other states or other countries. This will only be spreading the pollution around. We all breathe the same air.

The governing board needs to protect the health of the residents as their first priority not the profits of business. In fact some of the warehouse owner/operators do not even pay any federal income tax.

The time is long overdue to **pass as strong as possible Rule 2305** proposal to get us on the right track for a safer and healthier San Bernardino county!!!

Ralph Bocchetti



29APR

## **Southern California Mega-Warehouse Will Heavily Electrify Operations, Per Landmark Agreement Worth Up to \$50 Million**

Posted on [April 29, 2021](#) by [Coalition for Clean Air](#)

For Immediate Release

April 29, 2021

## Southern California Mega-Warehouse Will Heavily Electrify Operations, Per Landmark Agreement Worth Up to \$50 Million

*World Logistics Center settlement could spark industry trend to protect air quality, climate and wildlife*

Riverside, CA — Environmental and community groups reached a landmark settlement today with the developer of the World Logistics Center Project in Moreno Valley, California to invest up to \$50 million in electric vehicles and equipment, rooftop solar, EV charging infrastructure, and other solutions to electrify the facility and reduce harms to local air quality and the climate.

Today's agreement also secures \$4 million for efforts to protect wildlife and the nearby San Jacinto Wildlife Area, which is home to threatened and endangered plants and animals.

A coalition of environmental justice, environmental, and conservation groups has worked to reduce the World Logistics Center's harmful impacts for close to 10 years, and the groups have filed three lawsuits filed since 2015 over the project. Residents of the Inland Empire region where the project is located breathe some of the most polluted air in the United States. Under the terms of the settlement, the developer will:

- Advance electrification of logistics equipment from trucks to forklifts, including providing funds to aid in purchasing 680 new electric trucks, which must be used within the state so local residents receive air quality relief. The settlement provides up to \$12.1 million for heavy-duty electric trucks alone.
- Deliver a thousand \$1,000 EV grants for Moreno Valley residents to purchase electric cars, in addition to other zero-emission mobility projects in a new program worth \$1.1 million, and install 1,080 EV chargers for passenger vehicles on site.
- Increase Moreno Valley's solar power by installing additional rooftop solar on warehouse facilities.
- Provide up to \$5 million in air filtration and noise mitigation solutions for the most impacted homes near the facility.
- Require berms, screens, walls and large setbacks around buildings to reduce the warehouse complex's impacts on nearby communities.

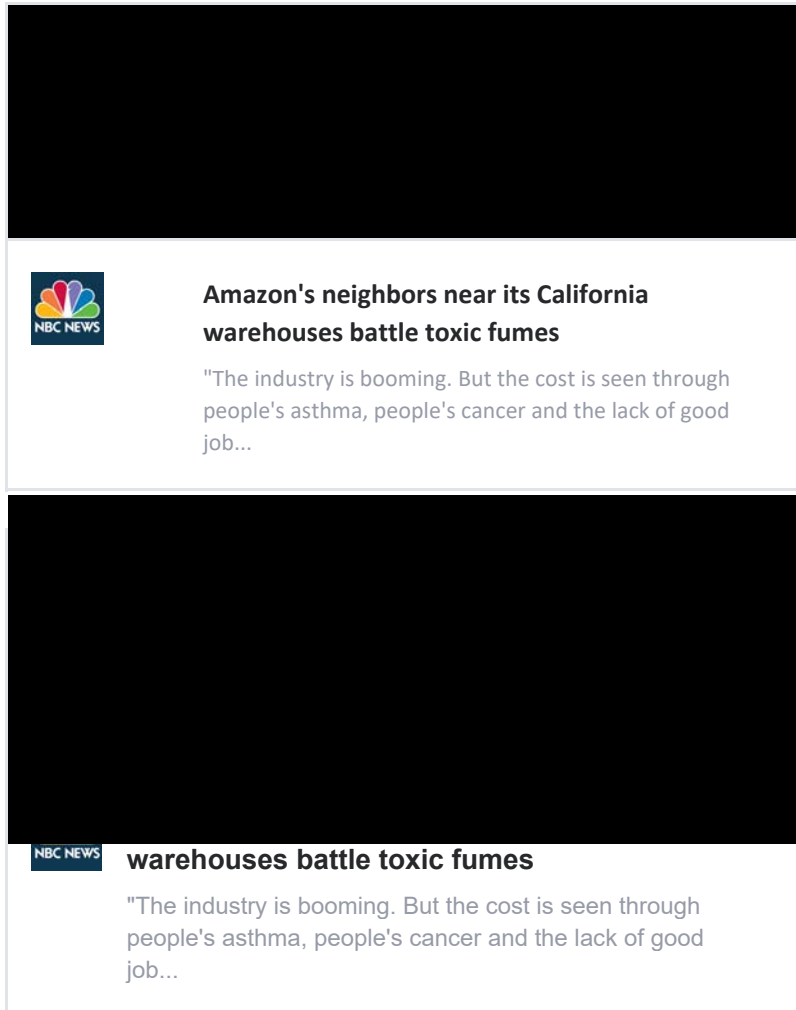
"This settlement reflects significant work from the developer and Earthjustice's clients to show the freight industry can electrify its operations and shift to zero emissions solutions," said **Adrian Martinez, staff attorney on Earthjustice's Right to Zero campaign**. "The future of warehousing and how we move goods in this country is electric. It's been a privilege to work with the environmental justice, health and conservation groups to forge the path forward on this zero-emissions vision."

The freight and logistics industry is booming in Southern California as freight continues to stack up at Southern California's ports, the largest in the country. During the COVID-19 pandemic, logistics operations for companies like Amazon have expanded. In 2020, warehouse transactions in the Inland Empire where Moreno Valley is located reached [52 million square feet](#), a record high.

"Southern California is on a dangerous path of approving warehouses that pump out greenhouse pollution at horrific levels," said **Aruna Prabhala, a senior attorney and director of the Center for Biological Diversity's Urban Wildlands program**. "This legal agreement shows that freight and logistics projects must, at the very least, include measures that allow residents to live and breathe in their community. The agreement also provides millions of dollars to protect wildlife and habitats. As

the warehouse trend accelerates, California officials need to focus on fighting the threats these huge facilities pose to our air, wildlife and climate.”

This settlement highlights the ability of the warehouse industry to incorporate more zero-emissions into their operations. Currently, the South Coast Air Quality Management District is [considering a rule](#) to require clean-up of more than 3,000 warehouses in the region. While some warehouse industry representatives have critiqued the Indirect Source Rule by saying large-scale implementation of zero emissions solutions are not possible, today’s settlement sets a striking example of a colossal facility that will incorporate health-protective and commonsense strategies in its development. The South Coast Air Quality Management District will vote on the Indirect Source Rule on May 7.



“Mega-warehouse development in the Inland Empire has been out of control,” said **Joe Lyou, CEO of the Coalition for Clean Air and former member of the South Coast Air Quality Management Governing Board**. “Our settlement agreement shows what can and must be done to reduce the adverse health and air pollution impacts of these warehouses. Approval of the regulation on May 7 would help with the other large warehouses in freight-impacted communities.”

“This settlement and the community benefits agreement will bring direly needed air quality protections to Moreno Valley residents, who already breathe some of the worst polluted air in Southern California” said **Carlo De La Cruz, California Deputy for the Sierra Club’s My Generation campaign**. “The future of the goods movement industry must be in zero emission equipment and electric vehicles powered by renewables, that will make these facilities better neighbors in communities, for the sake of our lungs and public health.”

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COMMERCIAL REAL ESTATE  
DEVELOPMENT ASSOCIATION

SoCAL CHAPTER



COMMERCIAL REAL ESTATE  
DEVELOPMENT ASSOCIATION

INLAND EMPIRE CHAPTER

April 27, 2021

Chair William Burke  
Chair-Elect Ben Benoit and Governing Board Members  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

Sent via Email

Re: Comments on Draft Rule 2305

Dear Chair Burke, Chair-Elect Benoit and Governing Board Members:

NAIOP SoCal and NAIOP Inland Empire (NAIOP IE) have been actively engaged in the various discussions surrounding the idea of an Indirect Source Rule (ISR) and more recently of PR 2305. We have provided numerous comments regarding the rule and the many issues that need to be addressed which were again set out in our March 2, 2021 letter. We have reviewed the Second Draft Staff report and amended rule, along with other documents released this month. Unfortunately, they do not address the fundamental flaws in the rule that have been repeatedly raised. This letter provides further information for your consideration.

**A Truly Balanced Approach Must Be Developed**

It is important to view this entire issue of PR 2305 with a balanced and thoughtful perspective. The goods movement system accounts for about 1/3<sup>rd</sup> of the state and regional economy and is responsible for providing millions of direct and indirect jobs for people with a large range of skill sets. The warehousing sector provides entry level jobs at compensation levels that exceed other jobs that do not require a college degree, along with providing the ability for upward mobility. This is especially important in today’s pandemic impacted economy and to the many people whose highest level of education is a high school degree or less.

The importance of the goods movement system of systems, of which warehouses are a key component, was made clear by Governor Brown in Executive Order B-32-15. He indicated that improving the goods movement system was “...necessary to ensure the continued competitiveness of our state...” Thus, he called upon governmental agencies to develop a plan that did not solely focus on improving air quality, but accomplishes two other vital objectives; “...**Improve freight efficiency...** and **increase competitiveness of California’s freight system.**”(emphasis added) Not only does PR 2305 not support either of these two objectives, it actually will do the opposite.

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The objectives set out in Executive Order B-32-15 have now been incorporated in numerous statutes governing infrastructure projects, GHG measures, and CARB's Mobile Source Strategy. It is now state law that improving freight efficiency and increasing the competitiveness of the freight system are key components of plans and important to the future of California. Enhancing the ability to move goods and increasing the competitiveness of the freight system are issues that must be incorporated into PR 2305, and have not even been mentioned, must less studied.

The Governor's Office of Business and Economic Development (Go Biz) has also reinforced the importance of the goods movement systems. They stated "California's freight network is a vital economic force...California has one of the country's most extensive, complex, and interconnected freight systems in the nation." Since the systems are so extensive, complex and interconnected, the entire system is only as good as the sum of its parts. If you interfere with one part, warehouses, it causes disruption in the entire system of getting the goods to the approximate 18 million people in this four-county region, and around the State. Everything, including our food supply, clothing, medical supplies, vaccines and essentially everything required for residents to survive on a daily basis goes through a warehouse. Warehouses are vital to the health and quality of life of the people who live here.

### **The Rule is Not Feasible**

In the staff report for the May 4, 2018 hearing on the vote to proceed with analyzing an ISR, the staff specifically said it would be important "...to ensure that the options developed in the rule would be **feasible...**" (emphasis added). In the NAIOP letter of March 2, 2021, we again set out for each WAIRE Menu item why it is not feasible to comply with PR 2305. To date, no detailed, data driven response has been provided.

Since the rule does not require actions be taken in only one year, but indefinitely, the issue of feasibility must be looked at over the life of the rule. This analysis has not been done or even attempted. In fact, the documents presented are full of unsubstantiated conclusions and contain no data to support the rule is feasible in year one, five, ten and twenty. This is a key analysis that must be done. Even if we assume some of the items might realistically be done, once used they become unavailable. For example, for any given warehouse there are finite numbers of trucks that can be purchased or which will visit a warehouse. Moreover, there are limits on the number of EV charging stations or solar panels that can be installed and yard trucks and filters that can be bought. As each mitigation element is used up, the ability to comply is eliminated.

Another key point regarding feasibility is not just whether something may be available now or in the future, but also if the items on the WAIRE menu are available **in sufficient quantity** in all the years ahead to actually create enough points under the rule. For example, SCAQMD has already acknowledged that ZE Class 8 trucks are not commercially available. It is also unknown when **sufficient numbers** of ZE Class 8 trucks will be available to allow the nearly 3,000 warehouses subject to the rule to earn points for such trucks visiting the warehouse. Equally important, as the Board knows, the overwhelming majority of warehouses have no control over what type of truck comes to the warehouse, so they cannot rely on such visits to create the plan required by the rule. Therefore, warehouse operators are not able to meet this mandate. That definitely does not "**ensure**" that there are feasible options to comply with the rule.

One of the supposed premises of PR 2305 is that installing charging stations at warehouses will somehow propel the use of ZE trucks. Yet, there is currently no solid data to indicate this is true. CARB has put in a budget request to study "...the best locations for electrification and whether infrastructure at those locations would accelerate ZEV adoption." So, even the idea of warehouses somehow creating the use of ZE trucks is speculative.

**Conclusion**

NAIOP and our members have been working to improve the air quality of this region and will continue to do so. It has been made clear by staff that PR 2305 is aimed at trucks, especially heavy-duty trucks. All the data, including that of the SCAQMD, prove that the trucking industry has made the greatest emissions reductions of any of the mobile sources. For the local communities, Diesel Particulate Matter (DPM) is of concern, and DPM comes from many sources. Yet, truck DPM has decreased by over 99% in the last 15 years, and will drop further without an ISR. As to PR 2305, staff has indicated in writing that “**Potential changes in NOx and DPM concentrations would be speculative and have not been calculated...**” So, there is no data to show that PR 2305 will provide any benefit. (emphasis added, Environmental Assessment (EA), C-41)

As to ozone, staff has also said in writing that “...**ozone concentrations were not modeled. Ozone concentrations cannot be reasonably calculated...**” (emphasis added, Environmental Assessment (EA), C-41) The fact is PR 2305 will not reduce ozone concentrations, and may even increase the ozone level, as proven by the pandemic induced events of March through May of 2020 when traffic dropped dramatically. This led to a significant reduction in NOx emissions, yet the ozone level actually increased. If a much larger NOx reduction did NOT decrease the ozone level, and it actually increased, the science makes it clear this rule will not move the needle and also may make the ozone levels worse.

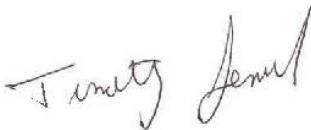
The entire ozone issue is far more complex than claiming the ISR will be of any benefit. At the January 27, 2021 Scientific, Technical and Modeling Peer Review (STMPR) Advisory Group meeting, staff set out the conclusion that “**Numerical modeling results** indicate that meteorology combined with the biogenic emissions in response to meteorology have **much larger impact on ozone** than the changes in anthropogenic emissions.” So, what is actually creating the ozone concentrations to increase when NOx is significantly decreased? That important question needs to be answered before rules like PR 2305 are adopted.

The realistic analysis of the science, real data, feasibility, and other issues is what must lead us to a real, workable plan. Regrettably, PR 2305 falls well short of this goal. Passing a complex and costly rule that has not been shown to have any benefit is bad policy and hinders real progress that could be made.

On behalf of NAIOP SoCal and NAIOP IE, we respectfully ask the Board to postpone consideration of the proposed rule as written and direct staff to genuinely work with all stakeholders using the actual science, data, and analysis to address this very complex issue.

We stand ready to work with you and staff to address the serious flaws in the proposed rule.

Sincerely,



Timothy Jemal  
CEO, NAIOP SoCal



Robert Evans  
Executive Director, NAIOP Inland Empire

Cc: Ian MacMillan  
Victor Juan



Dear Governing Board of the South Coast Air Quality Management District:

I urge the strong support of Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. I sign my name because this critical rule will finally address the region’s serious air pollution and public health crisis and push the warehouse industry’s long overdue transition toward zero-emissions operations.

As you know, according to recent articles in the Los Angeles Times, southern California’s poor air quality is not improving at the rates our constituents deserve to breathe healthy. This rule is essential for my local community to see the outcome of clean air accountability in an industry that continues to grow and profit, despite being responsible for infinite tailpipe and facility emissions. Reducing patterns of pollution from warehouse activity is essential in southern California now more than ever as many industries utilize warehouses to deliver goods instead of storefronts. The COVID-19 pandemic has only increased online shopping and therefore exacerbated our dependence on goods movement, creating even more emissions from warehousing sources. As we move into the future of the logistics industry, local rules like the South Coast Air District’s Warehouse Indirect Source Rule are necessary to ensure the health and safety of local communities and sensitive receptors including our homes, schools, hospitals, and parks. We also know that a strong rule will not result in warehouses leaving the region. I believe this rule serves the public interest and continues to put southern California on the map as a leader in addressing air pollution and setting model standards for the rest of the country. It’s time we provide policy that prioritizes public health, supports a new green economy and the creation of good quality jobs, and provides regional benefits to clean up the air. I strongly encourage this Board to adopt the Warehouse Indirect Source Rule this April.

Council Member of Jurupa Valley, Chris Barajas  
Council Member of Jurupa Valley, Leslie Altamirano  
Council Member of Fontana, Jesse Sandoval  
Council Member of Palm Springs, Geoff Kors  
Council Member of Palm Springs, Dennis Woods  
Mayor of Palm Springs, Christy Holstege  
Council Member of Perris, Marisela Magana  
Council Member of Redland, Eddie Tejada  
Council Member of Redlands, Denise Davis  
Council Member of Redlands Jenna Guzman Lowery  
Council Member of Riverside, Ronaldo Fierro  
Council Member of Riverside, Erin Edwards  
Council Member of San Bernardino, Ben Reynoso  
Council Member of San Bernardino, Damon Alexander  
Council Member of San Bernardino, Kim Calvin  
Council Member of Upland, Janice Elliot  
Moreno Valley School Board of Trustees, Darrell Peeden  
San Bernardino City Unified School District Board Trustees, Abigail Rosales Medina



## AMERICAN TRUCKING ASSOCIATIONS

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May 4, 2021

Clerk of the Boards  
South Coast AQMD  
21865 Copley Drive  
Diamond Bar, CA 91765-4178

Submitted electronically to [cob@aqmd.gov](mailto:cob@aqmd.gov)

**RE: *Proposed Rule 2305 – Warehouse Indirect Source Rule***

The American Trucking Associations, Inc. (ATA) strongly urges the Board not to adopt Proposed Rule 2305 – Warehouse Indirect Source (ISR) Rule.<sup>1</sup> The proposed rule will create a patchwork of facility-based restrictions that effectively create new emission standards for trucks conducting intra- and interstate commerce throughout the region encompassed by the South Coast Air Quality Management District. This type of regulatory approach is prohibited under federal law and should be rejected by the Board.

Currently, a trucking company will send an existing truck that complies with federal and California emissions standards to access warehouse facilities throughout the nation as well as those located within the District. If the proposed rule is adopted, trucking companies will have to modify their operations to ensure that trucks meet the correct emissions standards when accessing specific facilities within the District. For some facilities, trucks meeting federal and/or California emissions standards will have access, while other facilities will require trucks certified to California's optional low-NOx emission standards, and other facilities will require zero-emission trucks (which are currently not available for interstate and most intrastate operations due to range and charging infrastructure limitations). A truck delivering an inbound load to one facility could be barred from accessing another facility to pick-up an outbound load if the emissions standards of that truck do not meet a specific facility's requirements. This removes the ability to respond to the dynamic demands of the supply chain and meet ever-changing customer demands for trucking services.

This scenario is exactly what Congress sought to avoid when it prohibited political subdivisions from enacting emission standards.<sup>2</sup> And while the state of California has been granted the authority to adopt their own emissions standards, the District has not. As a result, the rule relies on the false premise that emission reductions will be achieved by implementing facility-based emissions standards – an activity that is preempted under federal law.

Congress also sought to ensure the flow of interstate commerce will not be restricted by prohibiting a state or political subdivision from enacting regulations related to a price, route, or service of any motor carrier of property.<sup>3</sup> The District argues that, "the proposed rules [are] not preempted

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<sup>1</sup> ATA is an 87-year old federation and the largest national trade organization representing the trucking industry, with affiliates in all 50 states. ATA's membership encompasses over 34,000 motor carriers and suppliers directly and through affiliated organizations. Our association represents every sector of the industry, from Less-than-Truckload to Truckload, agriculture and livestock to auto haulers, and from the large motor carriers to the owner-operator and mom-and-pop one truck operations.

<sup>2</sup> 42 USC §7543.

<sup>3</sup> 49 USC §14501.

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SOUTH COAST AQMD  
CLERK OF THE BOARDS

because covered entities are not required to select [a] particular method [of mitigation].”<sup>4</sup> However, use of the WAIRE Menu, which represents the primary compliance tool, runs counter to this claim in that 27 of the 32 potential actions identified are related to requiring the use of trucks meeting zero-emissions or the state’s optional low-NOx emissions standards.<sup>5</sup> Put another way, of the available WAIRE Points, which need to be accumulated to demonstrate compliance, 95% are related to requiring the use of trucks meeting zero-emissions or the state’s optional low-NOx emissions standards.

In addition to restricting facility access, the available compliance options will require trucking companies to acquire new trucks that, by the SCAQMD’s own estimates, range from \$65,000 - \$150,000 more than a new Class 8 truck which meets current federal and California emissions standards. A single electric charger to power electric trucks (trucks which are currently not available for interstate and most intrastate operations due to range and charging infrastructure limitations) is estimated to be as much as \$140,000 while a single hydrogen fueling station is estimated to be \$2 million. In order to access affected facilities, trucking companies will have to make these kinds of additional investments in equipment and fueling infrastructure and seek to recoup these costs through the imposition of higher rates. Given that 91% of trucking companies own six or fewer trucks and are by definition small businesses, these companies will be hard-pressed to expend increased capital outlays for new equipment given that they already operate on razor-thin profit margins.<sup>6</sup>

In total, the proposed rule will create a disparate facility-based scheme that will result in access restrictions and rate increases for intra- and interstate trucking operations attempting to access the affected facilities. This is exactly the type of scheme Congress has sought to avoid.

For the reasons stated above, ATA strongly urges the Board not to adopt Proposed Rule 2305 – Warehouse Indirect Source (ISR) Rule. We stand committed to continuing to work with our federation partner, the California Trucking Association, to seek practical solutions to further reduce emissions within the District without impeding the flow of commerce.

Respectfully,



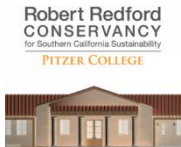
Michael Tunnell  
Director, Energy and Environmental Affairs  
American Trucking Associations

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<sup>4</sup> Shute, Mihaly & Weinberger, *Responses to comments submitted by the California Trucking Association* (April 1, 2021).

<sup>5</sup> SCAQMD, WAIRE User Calculator (April 16, 2021).

<sup>6</sup> Federal Motor Carriers Safety Administration/U.S. Department of Transportation (2020).



May 4, 2021

Chair Benoit and Members of the Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**Re: Item No. 27 – Supporting adoption and strengthening of Warehouse Indirect Source Rule (Proposed Rules 2305 and 316)**

Dear Chair Benoit and Members of the Board:

On behalf of the undersigned coalition of community and environmental organizations, we submit these comments in support of the warehouse indirect source rule with requests to adopt a strengthened rule. The Governing Board’s adoption of Proposed Rules 2305 and 316 on May 7, 2021 will be the culmination of *six years* of agency work on a warehouse rule that will achieve necessary emissions reductions in the region. Together with the Air District’s staff, we have spent thousands of hours participating in the process to develop a warehouse rule that is fair, inherently flexible, legally sound, and, importantly, long overdue. The Air District is required to use its legal and regulatory authority to deliver on its promise made years ago to adopt a warehouse facility-based measure that addresses “high-level, localized concentrations of pollutants” throughout the South Coast air basin.<sup>1</sup> Communities in the South Coast—who continue to suffer increasingly high levels of pollution from the freight industry every day—cannot afford any further delay.

<sup>1</sup> Health & Saf. Code, § 40440(b)(3).

Indeed, the warehouse industry has placed an unsustainable health burden on our neighborhoods and on current and future generations of children, pregnant mothers, and our elders and families for far too long. The Second Draft Socioeconomic Impact Assessment for the rule confirms that communities living within a half mile of a warehouse shoulder disproportionate harms, ranking in the 85th percentile of pollution burden statewide, in stark contrast to the rest of the region.<sup>2</sup> These communities also experience asthma and heart attack rates at much higher levels than the rest of the air basin.<sup>3</sup> And it is no coincidence that warehouse facilities continue to be overwhelmingly sited in low-income communities and communities of color—in fact, nearly 70 percent of warehouse-adjacent communities in the South Coast are made up of people of color, and nearly 50 percent experience poverty.<sup>4</sup> The warehouse indirect source rule will provide effective and meaningful regulation of an industry that has prioritized its profits over our health time and time again. The public health benefits of the rule are significant, resulting “in 150 to 300 fewer deaths, 2,500 to 5,800 fewer asthma attacks, and 9,000 to 20,000 fewer work [days missed due to air pollution] from 2022-2031. Expected total discounted monetized public health benefits range from \$1.2 to \$2.7 billion over the compliance period.”<sup>5</sup>

Industry continues its last minute and misleading opposition effort to this important, lifesaving rule. And these tactics come at a time when this industry, unlike many others, is thriving financially and expanding. The warehousing industry is now enjoying exploding profit levels as consumers increasingly rely on e-commerce during the COVID-19 pandemic.<sup>6</sup> Even as the pandemic has devastated our communities and continued to exacerbate the health inequalities of how poor air quality harms our communities, those with ownership stakes in the freight system are “raking in all the chips in the changing landscape brought on by the coronavirus crisis.”<sup>7</sup> Fulfilling the promises the Air District made to advance a mandatory warehouse regulation is critical given the massive expansion of the industry.

Although industry representatives continue to push “near-zero” technologies in the rule, near-zero is often used as code for further investment in natural gas infrastructure that will perpetuate harm in frontline communities and keep the South Coast locked in the past. The final rule must prioritize zero-emissions investments, the only solution that will effectively address the air quality and health impacts caused by this industry. The final rule must also increase the proposed stringency to 0.005 WAIRE Points per WATT in order to achieve greater emissions

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<sup>2</sup> South Coast Air Quality Management District, Second Draft Socioeconomic Impact Assessment for Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305 (Apr. 2021), at ES-2.

<sup>3</sup> *Id.*

<sup>4</sup> *Id.* at 5.

<sup>5</sup> *Id.* at ES-9.

<sup>6</sup> See Justin Ho, [As imports boom, warehouses fill up, and businesses face a storage shortage](#), Marketplace (Oct. 1, 2020).

<sup>7</sup> Greg Cornfield, [Southern California industrial real estate market: What to know for 2021](#), Commercial Observer (Feb. 3, 2021).

reductions and provide immediate relief to communities living near regulated facilities.

We appreciate your consideration of these comments, and the Air District staff's hard work on this critical regulation. We look forward to working together to help our region finally achieve clean air by adopting this rule on May 7<sup>th</sup>.

Sincerely,



Michelle Ghafar  
Regina Hsu  
Adrian Martinez  
Earthjustice

Sari Fordham  
350 Riverside

Dean Toji  
Environmental Justice Committee  
Asian Pacific Policy & Planning Council

Mike Young  
California League of Conservation Voters

Alma Marquez  
Center for Community Action & Environmental Justice

Jesse Marquez  
Coalition for a Safe Environment

Taylor Thomas  
East Yard Communities for Environmental Justice

Sylvia Betancourt  
Long Beach Alliance for Children with Asthma

Yasmine Agelidis  
Los Angeles County Electric Truck & Bus Coalition

Heather Kryczka  
Natural Resources Defense Council

Andrea Vidaurre  
People's Collective for Environmental Justice

Susan A. Phillips  
Robert Redford Conservancy for Southern California Sustainability  
Pitzer College

Peter M. Warren  
San Pedro & Peninsula Homeowners Coalition

Carlo De La Cruz  
Sierra Club

Elliot Gonzales  
Stop Fracking Long Beach

Joyce Xi  
Union of Concerned Scientists

Sheheryar Kaoosji  
Warehouse Worker Resource Center

cc:

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May 4, 2021

Chair Benoit and Members of the Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, California 91765  
[cob@aqmd.gov](mailto:cob@aqmd.gov)

**Re: Proposed Rule 2305 – Additional Evidence Supporting Feasibility of Rule**

Dear Chair Benoit and Members of the Board:

We attach a settlement agreement reached in the World Logistics Center lawsuits for inclusion in the record in this matter. Several parties to the lawsuit, including the Center for Community Action & Environmental Justice, Coalition for Clean Air, Sierra Club, and the Center for Biological Diversity, have been actively involved in the development of Proposed Rule 2305. This warehouse settlement is relevant to Proposed Rule 2305 (Warehouse Rule) because some industry stakeholders have indicated that the clean technologies on the WAIRE Point menu are not possible to be incorporated into warehouses. This settlement includes many commitments that could generate points under the Warehouse Rule, which demonstrates additional evidence of the feasibility of these technologies in warehousing.

In addition, some warehouse industry stakeholders have articulated that they cannot bear the additional costs of incorporating clean technologies into their warehouses. This development shows the opposite. The developer in this case, Highland Fairview, will incur additional costs through this settlement and additional settlements by your agency and others. Even with these additional costs and an imminent indirect source rule by your agency, the project is still being pursued in the South Coast Air Basin.

We encourage your agency to adopt Proposed Rule 2305 on May 7, 2021.

Sincerely,

Adriano L. Martinez  
Michelle Ghafar  
Regina Hsu

CC: Ana Gonzalez, CCAEJ  
Joe Lyou, Coalition for Clean Air



Maya Golden Krasner, Center for Biological Diversity  
Carlo De La Cruz, Sierra Club  
Wayne Nastri, South Coast AQMD



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May 4, 2021

Chair William Burke and Governing Board Members

South Coast Air Quality Management District

21865 Copley Drive

Diamond Bar, CA 91765

Re: Comments on the Warehouse Indirect Source Rule on ZE Transport Refrigeration Units

Dear Mr. Burke and Governing Board Members,

We are writing to urge you to make a simple, logical, and important modification to the currently defined rule. Specifically, we ask that you to direct staff to add zero-emission transport refrigeration units (TRUs) as a compliance option under PR 2305.

Zero-emission TRUs are an emerging, commercially viable means to reducing emissions on refrigerated trailers and trucks. Such technologies are being deployed by fleets across the State of California. These zero-emission, all-electric options present the best case for reducing refrigerated trailer emissions not just at the warehouse, but also over-the-road where hybrid electric-standby TRUs are reliant on diesel which creates harmful diesel exhaust emissions, such as NOx and PM2.5.

Our organization does not oppose the spirit and intent of PR 2305 and in fact strongly supports your efforts to dramatically reduce NOx and diesel particulate matter (DPM) emissions from heavy-duty vehicles (HDVs), both on-road

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and off-road at warehouses, and across over-the-road routes within the South Coast Air Basin (SCAB) when technology allows. For this latter reason, it seems that including WAIRE Point valuation for ZE TRUs would be a logical inclusion since this technology presents the best opportunity for the SCAQMD to *eliminate* TRU-derived NOx and DPM not just at warehouses, but also along trucking routes throughout the SCAB. Moreover, incentivizing this technology strongly aligns with goals outlined in the 2016 AQMP, the spirit of PR 2305, and many of the zero-emission technology platforms included in the current WAIRE Menu, such as ZE on-road trucks and ZE yard trucks. Yet ZE TRUs are clearly missing and a critical piece in the drive towards complete zero-emission goods movement, for air quality and public health reasons, for decarbonization reasons, and for the simple logic that a refrigerated truck trip using a ZE tractor and an electric standby hybrid TRU would still burn diesel when away from the warehouse campus. ZE TRUs are the answer.

Including WAIRE Point crediting for ZE TRUs is a natural, logical, and important step towards not just reducing NOx and DPM from HDVs throughout the SCAB, but also catalyzing this technology to increase its adoption in refrigerated fleets throughout the SCAB, and realize any future goals of complete zero-emission goods movement operations. To accomplish our suggestion and this latter vision, we propose the following inclusions for the SCAQMD's ISR WAIRE Menu:

- 1) Include WAIRE Points for the acquisition of ZE TRUs
- 2) Include WAIRE Points for ZE TRU truck trips
- 3) Include WAIRE Points for the electricity dispensed to ZE TRUs

Including WAIRE Point values for ZE TRUs could help your staff to encourage refrigerated fleets to shift their fleets away from diesel completely. This action also allows you to help spur adoption of this relatively new and novel technology and increase the natural industry adoption of the technology. Such a move is critical to ZE TRUs' future to become a mainstay in the refrigerated transport industry.

We thank you for your time and energy in developing this policy and reviewing the litany of comments received by your staff. Thank you for taking time to review and consider our thoughts on how to improve this policy and help spur change in the refrigerated goods movement industry.

Sincerely,

Advanced Energy Machines

Ronald Koelsch PhD Physics

CC: Mr. Ian MacMillan, Planning and Rules Manager, [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov)

Mr. Victor Juan, Program Supervisor, [vjuan@aqmd.gov](mailto:vjuan@aqmd.gov)

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# Holland & Knight

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May 4, 2021

*Via Email ([rbañuelos@aqmd.gov](mailto:rbañuelos@aqmd.gov); [vjuan@aqmd.gov](mailto:vjuan@aqmd.gov))*

Ryan Bañuelos, Planning/CEQA  
Victor Juan, Planning, Rule Development and Area Sources  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

Re: Comments for Proposed Rule 2305 – Warehouse Indirect Source Rule - Warehouse  
Actions and Investments to Reduce Emissions (WAIRE) Program; and Proposed Rule 316  
– Fees for Regulation XXIII

Dear Mr. Bañuelos and Mr. Juan:

Our client, the California Trucking Association (“CTA”), appreciates the opportunity to submit supplemental comments on the South Coast Air Quality Management District’s (“SCAQMD” or “District”) Second Draft Staff Report (“DSR or Staff Report”)<sup>1</sup> and Draft Environmental Assessment (“EA”) for the Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program; and Proposed Rule 316 – Fees For Regulation XXIII (collectively, the “Proposed Rules”).

Many members of the CTA will be directly regulated by the Proposed Rules and many others will be compelled to assist the covered warehouses in achieving compliance with the Proposed Rules. This will require substantial capital investment by CTA members and will have far reaching environmental and economic effects. We continue to believe that the Proposed Rules as drafted are preempted by federal law and extend beyond the authority granted to the District by the state Legislature. Nothing in the proposed changes affects our previous comments and we provide further comments on these issues below.

## **I. Statement of Interest.**

The CTA is the largest state trade association representing trucking in the United States. Its 1800 members include both large and small fleets with an average fleet size of 20 trucks. CTA members

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<sup>1</sup> Victor Juan *et al.*, Second Draft Staff Report (“Staff Report”), Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305, April 2021.

are actively participating in the development, piloting, and demonstration of alternative fuel and electric-drive capable vehicles. In fact, some member fleets have been working to bring electric-drive vehicles to market for nearly ten years. The CTA continues to support a coordinated and measured transition to alternative fuel and electric-drive capable vehicles.

## **II. The District Does Not Have Authority to Adopt an Indirect Source Rule that Applies to Existing Warehouses.**

As explained in our March 2, 2021 comment letter, the District lacks authority to adopt an ISR that applies to existing sources. While the District attempts to argue otherwise in a memorandum requested from Shute Mihaly & Weinberger (hereinafter, “Shute Memorandum”), the arguments are not compelling.<sup>2</sup> As explained previously, “[a]n air pollution control district, as a special district, has only such powers as are given to it by statute and it is an entity, the powers and functions of which are derived entirely from the Legislature.” 74 Cal. Atty. Gen. Op. 196 (1991) (citing *People ex rel. City of Downey v. Downey County Water Dist.* (1962) 202 Cal.App.2d 786, 795).

Though the memorandum cites to Health & Safety Code (“HSC”) sections 40001(a)<sup>3</sup>, 40440(a)<sup>4</sup>, 40703<sup>5</sup>, and 40000<sup>6</sup> as authority for the District to adopt an ISR for existing warehouses, none of these sections even mention indirect sources, let alone existing ones. That an agency has been granted some authority to act within a given area does not mean that it enjoys plenary authority to act in that area. *Railway Labor Exec. Ass’n v. National Mediation Bd.* (D.C. Cir. 1994) 29 F.3d 655, 670 (en banc). Thus, a general grant of authority to address “emission sources” does not authorize the District to impose control measures on existing indirect sources.

While administrative officials “may exercise such additional powers as are necessary for the due and efficient administration of powers expressly granted by statute, or as may fairly be implied from the statute granting the powers” (*Dickey v. Raisin Proration Zone No. 1* (1944) 24 Cal.2d

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<sup>2</sup> See Shute, Mihaly, & Weinberger, Memorandum to Bayron Gilchrist and Barbara Baird, Re: Responses to comments submitted by the California Trucking Association, dated April 1, 2021.

<sup>3</sup> HSC § 40001(a) states: “Subject to the powers and duties of the state board, the districts shall adopt and enforce rules and regulations to achieve and maintain the state and federal ambient air quality standards in all areas affected by emission sources under their jurisdiction, and shall enforce all applicable provisions of state and federal law.”

<sup>4</sup> HSC § 40440(a) states: “The south coast district board shall adopt rules and regulations that carry out the plan and are not in conflict with state law and federal laws and rules and regulations. Upon adoption and approval of subsequent revisions of the plan, these rules and regulations shall be amended, if necessary, to conform to the plan.”

<sup>5</sup> HSC § 40703 states: “In adopting any regulation, the district shall consider, pursuant to Section 40922, and make available to the public, its findings related to the cost effectiveness of a control measure, as well as the basis for the findings and the considerations involved. A district shall make reasonable efforts, to the extent feasible within existing budget constraints, to make specific reference to the direct costs expected to be incurred by regulated parties, including businesses and individuals.”

<sup>6</sup> HSC § 40000 states: “The Legislature finds and declares that local and regional authorities have the primary responsibility for control of air pollution from all sources, other than emissions from motor vehicles. The control of emissions from motor vehicles, except as otherwise provided in this division, shall be the responsibility of the state board.”

796, 810), the doctrine of implied administrative powers is not without limitation. “It cannot be invoked where the grant of express powers clearly excludes the exercise of others, or where the claimed power is incompatible with, or outside the scope of, the express power. For a power to be justified under the doctrine, it must be essential to the declared objects and purposes of the enabling act -- not simply convenient, but indispensable. Any reasonable doubt concerning the existence of the power is to be resolved against the agency.” *Addison v. Dept. of Motor Vehicles* (2007) 69 Cal.App.3d 486, 498.

The District has not, and cannot, identify a law that grants it authority to adopt an ISR that regulates existing sources. And the fact that various HSC provisions clearly address indirect sources, stationary sources, and mobile sources in very different manners, means that the District cannot read an implied authority to regulate existing indirect sources from a general grant of authority to regulate emission sources as a whole. In addition, contrary to the Shute Memorandum’s claim that the Clean Air Act (“CAA”) “is irrelevant to the District’s authority to adopt the proposed rule,” the CAA ISR provisions are relevant to the scope of the District’s regulatory authority when the Legislature used the term “indirect source control program” in HSC §§ 40918 and 40440(b)(3), which is not a term defined in California law but is identical to the term used in the CAA which limits such programs to *new or modified* indirect sources. 42 U.S.C. § 7410(a)(5)(D). Reading the various sections of the HSC together with the CAA, it is clear that the Legislature did not grant the District authority to require existing, unmodified sources to comply with an indirect source control program.

Finally, HSC § 40440(a) specifically states that: “The south coast district board shall adopt rules and regulations that carry out the plan and are not in conflict with state law and federal laws and rules and regulations.” The District cannot argue that the CAA is irrelevant when the District only has authority to regulate in a way that is not otherwise preempted by federal law.

### **III. The Proposed Rules Are Preempted by Federal Law.**

#### **A. The Proposed Rules Are a Purchase Mandate Under the Clean Air Act.**

Though the District has modified the Proposed Rules to add another scenario, that does not alleviate the preemption issue as the Proposed Rules still represent a purchase mandate. As explained in our prior letter, while the District has ostensibly designed the Proposed Rules to provide multiple compliance pathways, the actual effect is uniform—ZE trucks must be acquired. This is because, while certain scenarios do not require acquisition of a ZE vehicle (Scenarios 7 (pay mitigation fee), 11 (rooftop solar and mitigation fee), 15 (filter system installations) and 16 (filter purchases))<sup>7</sup>, the costs of these non-acquisition pathways are far higher than acquisition. In addition, newly added Scenario 7a still relies on the acquisition of ZE or NZE vehicles by someone, even if it is not the warehouses themselves who are required to acquire the vehicles. Staff Report at 61, 66-67. While Scenario 7a may somewhat reduce the cost of compliance with the rule, it does not do so in a way that eliminates the fact that the Proposed Rules constitute a purchase mandate.

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<sup>7</sup> Scenario 17 requires TRU plug installations and usage in cold storage facilities but is applicable only to cold storage warehouses.

The Shute Memorandum attempts to argue that the Proposed Rules are not a purchase mandate, as the Proposed Rules would allegedly regulate the entirety of the indirect source (the warehouse), such as the rule at issue in *National Association of Home Builders v. San Joaquin Valley Unified Air Pollution Control District*, 627 F.3d 730 (9<sup>th</sup> Cir. 2010) (“*NAHB*”), and are thus not preempted by the CAA. However, the rule in *NAHB* more broadly addressed site emission than the Proposed Rules and, as admitted by the District, the overwhelming majority of emissions that will be addressed by the Proposed Rules are from trucks making trips to the warehouses. Staff Report at 13 (“heavy duty trucks are the largest source of emissions, comprising more than 90% of the total PR 2305 inventory.”).

In weighing preemption, the *NAHB* court had a firm thumb on the scale: because the ISR at issue there was adopted pursuant to the CAA’s indirect source review program, the court had to “cautiously examine” whether one of the CAA’s provisions preempted another. *NAHB*, 627 F.3d at 737. The court in *NAHB* relied heavily on the fact that Rule 9510 was adopted under the CAA’s indirect source review program provision. *Id.* at 736 (“As we shall explain, however, *NAHB*’s claim of preemption does not follow from its premise. Even if Rule 9510 establishes standards or requirements, those requirements do not relate to the control of emissions from construction equipment. In so holding, we think it crucial that the District adopted Rule 9510 under the Act’s ‘indirect source review program’ provision, section 110(a)(5).”); *id.* at 739 (“Keeping in mind that Rule 9510 is a proper indirect source review program under section 110(a)(5), we proceed to examine the arguments *NAHB* makes, and the authorities it advances, in favor of preemption”); *id.* at 737 (“Because the plain language of the Act’s ‘indirect source review program’ provision, section 110(a)(5), authorizes Rule 9510, we must cautiously examine the Act before we conclude that another of its provisions, section 209(e)(2), preempts Rule 9510”). Here, the District cannot argue that the Proposed Rules are authorized by section 110(a)(5), as that authorizes ISRs for *new or modified sources* only. 42 U.S.C. § 7410(a)(5)(D). Indeed, the District has argued that the CAA and its authorities are entirely irrelevant. The District cannot rely on *NAHB* when its preemption conclusion was predicated on the ISR’s consistency with and authorization by the CAA.

The court in *NAHB* also relied on the fact that “[t]he ‘baseline’ amount of emissions, and the required reduction in emissions from that baseline, are both calculated in terms of the development as a whole. The Rule and the emissions reductions it requires are site-based rather than engine- or vehicle-based. See 42 U.S.C. 7410(a)(5)(c) (requiring that an indirect source review program be a ‘facility-by-facility’ review). It regulates an indirect source as a whole.” *NAHB*, 627 F.3d at 737. The Proposed Rules make no such attempt. The compliance obligation is entirely determined by the *number and type of trucks that visit the site*. Perhaps if the *NAHB* court had upheld an ISR that used only the number and type of construction vehicles as a proxy for the emissions of the development as a whole, the case would be determinative. But it did not. Instead the *NAHB* ISR concerned the total emissions from the completed development, rather than the specific vehicles for which there was a claimed purchase mandate. This is not the case with the Proposed Rules, which entirely rely on truck trips. The Shute Memorandum states that “[t]he proposed rule uses truck trips as a proxy for total warehouse emissions when setting the compliance obligation because the number of truck visits is representative of the total activity at,



and emissions associated with, a warehouse.” The Memorandum cites the Staff Report at 27 (truck trips “serve[] as a proxy for *overall* warehouse activity and emissions” (emphasis added)) and at 35 (stating that “[t]rucks delivering or picking up goods from a warehouse are a proxy for total activity and emissions related to a warehouse” and structuring reporting requirements on that basis). However, nothing in the actual calculation of WATT or WPCO supports this claim and nothing in the *NAHB* decision approves of such “proxy” metrics. To calculate a facility’s WATT the relevant equation is  $WATT = \text{Class 2b through 7 trucks trips} + (2.5 \times \text{Class 8 truck trips})$ . The Staff Report states that “Larger Class 8 trucks carry more goods and have higher emissions and are thus weighted more heavily than smaller Class 2b to 7 trucks. The value of 2.5 was calculated by comparing the running exhaust emission rates of different truck classes in EMFAC that typically visit warehouses (Figure 6 below) for calendar year 2023 (after CARB’s Truck and Bus rule is fully phased in). The ratio between individual truck classes varies but is approximately 2.5 overall when comparing Class 8 to Class 2B to 7.” Staff Report at 28 (emphasis added). This explanation makes clear that the multiplier for the WATT calculation is based purely off of the increase in emissions from the trucks themselves based on class, not an assumed increase in activity at the warehouse due to Class 8 trucks calling there more frequently. Further, the WPCO, or WAIRE Point Compliance Obligation, is then calculated as  $WPCO = WATTs \times \text{stringency} \times \text{Annual Variable}$ . Thus, the claim that truck trips (and truck emissions) is merely used as a proxy for assuming overall emissions from a warehouse as an indirect source is not supported as a warehouse’s WPCO is based purely on emissions from trucks.

In addition, the District admits that the only source of emissions included in the baseline emissions inventory are mobile sources. Staff Report at 12 (“The sources of emissions associated with warehouses include the trucks that deliver goods to and from the facilities, yard trucks located at warehouses that move trailers, transport refrigeration units (TRUs)...and the passenger vehicles for warehouse employees. Additional emissions sources can include onsite stationary equipment (e.g., diesel backup generators or manufacturing equipment), and emissions from power plants that provide electricity for the warehouse – though these sources have not been included in the baseline emissions inventory.”). Thus, unlike *NAHB*, neither the baseline, nor the required compliance obligation (the WPCO) are site-based; both are based on mobile source emissions only.

The District’s attempt to shoe-horn itself into the *NAHB* category, when in fact it is attempting to adopt a purchase mandate, does not pass scrutiny. See *NAHB*, 627 F.3d at 739 (“What allows Rule 9510 to qualify as an indirect source review program under section 110(a)(5) is precisely what allows the Rule to avoid preemption under section 209(e)(2): its site-based regulation of emissions.”).

If the District were truly concerned with regulating total emissions from warehouses as an indirect source, it would collect information to determine what other emissions come from warehouses and how to reduce those emissions and provide pathways to compliance with the Proposed Rules that address emission reductions from sources related to warehouses other than vehicles (the only pathway that does this is the installation of solar panels). For these reasons, the District’s claim that the Proposed Rules, like the rule in *NAHB*, are merely intended to address emissions from warehouses as indirect sources, and not from vehicles, does not stand. The Proposed Rules impose

requirements that relate to the control of emissions from mobile sources and are thus preempted under the CAA.

#### **IV. The Proposed Rules Will Not Be Eligible for Inclusion in the State Implementation Plan (“SIP”).**

The District states that the primary purpose of the Proposed Rules, specifically Proposed Rule 2305, is to achieve NO<sub>x</sub> reductions that will contribute to the District’s goal of reaching attainment of the ozone National Ambient Air Quality Standards (“NAAQS”), as required by the CAA.<sup>8</sup> The Proposed Rule will also result in reductions in Particulate Matter (“PM”) to help attain the PM NAAQS. In order to accomplish this, Proposed Rule 2305 must be included as a revision to the State Implementation Plan (“SIP”) and approved by both the California Air Resources Board (“CARB”) and the Environmental Protection Agency (“EPA”). SIP revisions may only be approved if the rule “complies with the provisions of the Clean Air Act and applicable federal regulations.” 42 U.S.C. § 7410(k). Because section 7410(a)(5) only permits states to submit ISR rules to the SIP which apply to new and modified sources, the District cannot submit, and EPA cannot approve, an ISR which applies to existing sources. *See Wildlife Alive v. Chickering* (1976) 18 Cal.3d 190, 196 (“In the grants [of powers] and the regulation of the mode of exercise, there is an implied negative; an implication that no other than the expressly granted power passes by the grant; that it is to be expressed only in the prescribed mode....”). Nor can the District or CARB “provide necessary assurances” under section 7410(a)(2)(E) that “the State . . . will have adequate . . . authority under State (and as appropriate, local) law to carry out such implementation plan.” As explained above, the District has no authority to adopt an ISR on existing sources. For these reasons, Proposed Rule 2305 cannot be approved into the SIP and will not achieve the District’s goal of helping to attain the NAAQS for ozone and PM.

The District’s claim that, by approving “MOB-03 – Emissions Reductions at Warehouse Distribution Centers” in the 2016 Air Quality Management Plan (“AQMP”) both CARB and EPA have authorized the Proposed Rules is unreasonable. MOB-03 described general strategies in which the District would attempt to control emissions from warehouses, but did not specify the particular strategies that would be adopted, did not address the fact that these controls would be applied to existing sources, and repeatedly mentioned the option for voluntary actions to reduce emissions.<sup>9</sup> CARB and EPA’s approval of a vague and generalized concept in the 2016 AQMP does not bless the Proposed Rules with legitimacy and legality now. Even if the District had authority under state law to adopt Proposed Rule 2305, which it does not, it will not be eligible for inclusion in the SIP and thus the District will not receive any of the benefits towards attainment that it expects from adoption of the Proposed Rule 2305.

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<sup>8</sup> Staff Report at 14.

<sup>9</sup> South Coast Air Quality Management District, Final 2016 Air Quality Management Plan, March 2017, <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/final2016aqmp.pdf?sfvrsn=15>, at 4-27 – 4-29 (stating that “[t]o the extent these actions are voluntary in nature and are sustained over a long-term basis and the emission reduction levels are maintained, the emission reductions may be credited as surplus reductions...into the SIP.”).

**V. The Environmental Assessment (“EA”) Remains Insufficient and Changes to the Proposed Rules Necessitate Revision and Recirculation of the EA.**

**A. The EA Project Description is Deficient.**

The District anticipates using the funds generated by its Mitigation Fee to subsidize a variety of programs, and specifically includes among them “a focus on grid upgrades on the utility side of the meter.” The various programs are a non-exclusive list of potential emission-reducing projects that might be funded or implemented. While these utility upgrades could be considered “merely permissive,” “[a]t a minimum, the District committed itself to allowing” mitigation funds to be used on such upgrades. *See California Unions for Reliable Energy v. Mojave Desert Air Quality Management District* (2009) 178 Cal.App.4th 1225, 1246 (*CURE*).

At a minimum, the failure to fully disclose these actions in the Final EA results in an inadequate project description. A project description that omits integral components of the project may result in an EIR that fails to disclose all of the impacts of the project. *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 829 (project description for sand and gravel mine omitted water pipelines serving project); *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70, 80. The “project” is “the whole of an action” that may result in either a direct physical environmental change or a reasonably foreseeable indirect change. CEQA Guidelines § 15378; *Habitat & Watershed Caretakers v. City of Santa Cruz* (2013) 213 Cal.App.4th 1277, 1297; *Banning Ranch Conservancy v. City of Newport Beach* (2012) 211 Cal.App.4th 1209, 1220. Project descriptions have been found inadequate when they failed to include discussion of necessary expansions to accommodate the contemplated project. *See San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713 (project description inadequate when it failed to discuss sewer lines and wastewater treatment expansion necessary for the contemplated housing development); *Santiago County Water Dist. v. County of Orange* (1981) 118 Cal.App.3d 818, 830 (project description for sand and gravel mine inadequate when it failed to describe or analyze the construction of water pipelines needed for operations); *Whitman v. Board of Supervisors* (1979) 88 Cal.App.3d 397 (project description for oil well inadequate for failure to describe or analyze associated pipeline). The District apparently now acknowledges that the compliance actions taken by covered entities under the Proposed Rules will result in increased production of electricity and other resources that may require “grid upgrades on the utility side of the meter.” The upgrades are a reasonably foreseeable component of the Project and must be analyzed.

The District is not excused from analyzing the effects of its actions merely by classifying such acts as mitigation. CEQA mandates a review of not only the impacts of the project, but also “the impacts of mitigation measures” if such measures “would cause one or more significant effects in addition to those that would be caused by the project as proposed.” *Save Our Peninsula Com. v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 130 (*Save Our Peninsula*) (citing CEQA Guidelines § 15126(c) [now § 15126.4(a)(1)(D)]).

Here, the EA completely fails to meaningfully address the potentially significant and foreseeable impacts of these necessary utility upgrades, which would include significant air pollution

emissions from construction of necessary grid infrastructure that run counter to the Proposed Rules' stated objectives. *CURE*, 178 Cal.App.4th at 1245; see CTA Letter re Scoping of Environmental Assessment. The EA also neglects to evaluate potentially significant impacts to agricultural and biological resources through land use conversions, geologic and hydrologic impacts due to increased lithium extraction activities, substantial increases in the demand for water supply, wastewater treatment, storm water drainage, energy, and solid waste services. *CURE*, 178 Cal.App.4th at 1236, CTA Letter re Scoping of Environmental Assessment.

As it stands, the Board is being asked to trade one impact for another without the barest disclosure of the scope or magnitude of impacts from the utility upgrades the District proposes to fund. The EA's failure to meaningfully disclose these potentially significant effects is unlawful. CEQA Guidelines § 15126.4(a)(1)(D); *see also CURE*, 178 Cal.App.4th at 1230-31 (air district's failure to analyze negative effects mitigation measure to reduce air pollution was unlawful); *Save Our Peninsula*, 87 Cal.App.4th at 130-32 (EIR unlawfully failed to analyze impacts of mitigation adopted "late in the environmental review process"); *Stevens v. City of Glendale* (1981) 125 Cal.App.3d 986, 991 (EIR unlawful because mitigation "involve[d] . . . new environmental impacts not considered in the draft EIR").

#### **B. Changes to the Proposed Rules Necessitate Recirculation.**

CEQA requires agencies to recirculate "[w]hen significant new information is added to an environmental impact report" after the close of the earlier public review period." Pub. Res. Code § 21092.1; CEQA Guidelines § 15088.5. In particular, recirculation is required where the omission of information has rendered the original draft EIR "fundamentally and basically inadequate and conclusory in nature." *See* CEQA Guidelines § 15088.5(a)(4) (*citing Mountain Lion Coalition v. Fish & Game Com.* (1989) 214 Cal.App.3d 1043).

An agency cannot simply release a draft EIR "that hedges on important environmental issues while deferring a more detailed analysis to the final [EIR] that is insulated from public review." *Mountain Lion Coalition*, 214 Cal.App.3d at 1052 (rejecting EIR with a corrected cumulative impacts analysis that was not recirculated); *see also Spring Valley Lake Assn. v. City of Victorville* (2016) 248 Cal.App.4th 91, 108 (revisions to EIR's air quality analysis required recirculation where they contained insufficient evidence to support agency's findings); *King & Gardiner Farms, LLC v. County of Kern* (2020) 45 Cal.App.5th 814, 830 (recirculation required where "draft EIR inadequately addressed the subject and there was no meaningful public review and comment on the new assessment"); *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 266-67 (rejecting city's claim that a new addendum on energy impacts merely "amplifie[d]" information in the EIR).

Public review is critical "to test, assess, and evaluate the data and make an informed judgment as to the validity of the conclusions to be drawn therefrom." *Sutter Sensible Planning, Inc. v. Sutter County Bd. of Supervisors* (1981) 122 Cal.App.3d 813, 822 (internal quotation marks omitted); *see also Ultramar, Inc. v. South Coast Air Quality Management Dist.* (1993) 17 Cal.App.4th 689, 702-04. The District's hasty publication of the Final EA, just days before the Board's approval

Ryan Bañuelos  
Victor Juan  
May 4, 2021  
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hearing, deprived the public and technical experts of their ability to fulfill this critical oversight role. The District must recirculate the Final EA to allow meaningful public review.

**VI. Conclusion.**

We join in the comments of the Airlines for America, the California Taxpayers Association, and Scopelitis, Garvin, Light, Hanson & Feary, which provide further explanation for why the Proposed Rules are outside of the District's authority, preempted by the CAA and the Federal Aviation Administration Authorization Act ("F4A"), and constitute an improper tax. The District has not been granted the authority to impose a sweeping purchase mandate under the guise of an ISR regulation on existing, unmodified warehouses. While the District's goals of reducing air emissions in the Basin are laudable, the District has only the rulemaking authority invested in it by statute. Even if the Legislature had granted the District such authority, it is preempted by federal law. In addition, the accompanying Draft EA fails to meet the District's obligations under CEQA. For this reason, the District must revise the Proposed Rules and recirculate the EA before adoption.

Sincerely yours,

HOLLAND & KNIGHT LLP

A handwritten signature in blue ink that reads "Marne S. Sussman". The signature is written in a cursive style and is positioned to the left of a vertical blue line.

Marne S. Sussman

cc: Chris Shimoda

ATTN: Clerk of the Board, [clerkofboard@aqmd.gov](mailto:clerkofboard@aqmd.gov), Wayne Nastri, [wnastri@aqmd.gov](mailto:wnastri@aqmd.gov), Sarah Reese, [SRees@aqmd.gov](mailto:SRees@aqmd.gov) Ian Macmillan [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov)

To the Governing Board of the South Coast Air Quality Management District and Senior Staff:

We at [organization] believe that action must be taken now to combat climate change and solve the air quality issues of southern California, environmental crises that harm residents in the region every day. As we continue to contend with the ongoing COVID-19 pandemic, essential workers and their families - particularly in the logistics industry - are put at even greater risk due to unsafe work conditions and worsening air quality. Our workers deserve higher workplace standards so that they are able to breathe safely and power their business without creating harmful air pollution.

To date, the warehouse industry continues to operate without being subject to any proper regulations, putting workers and communities at risk every day. My organization believes that the **Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program Fees for Rule 2305** is an important piece to stop this abuse in the goods movement sector.

The logistics industry is here to stay because of our coastal and inland port communities and we must work together to clean up warehouses. The Warehouse Indirect Source Rule will be critical to holding these facilities accountable, but only if the South Coast AQMD passes a rule that is strong enough to protect our communities' health.

Warehouses have spewed toxic air pollution in nearby communities for years and a strong mandatory program, like the warehouse indirect source rule, is necessary to transform this industry. But to effectively clean up the warehouse industry, the rule must be more stringent to provide relief for communities that breathe the most ozone-polluted air in the nation.

We also believe that warehouses must move towards zero emission technology and the warehouse indirect source rule should incentivize this shift. This will provide air quality benefits and create access to quality jobs by increasing demand for labor as the industry begins to implement zero emission technologies. These job opportunities have been proven to provide quality wages and benefits for workers, unlike many temporary low-wage warehouse jobs.

We hope the Board will pass a strong warehouse indirect source rule that serves public health, supports a new green economy, and provides regional air quality benefits.

Sincerely,

Gustavo Hurtado Jr, Project Coordinator, Rainbow Pride Youth Alliance



**From:** Natasha Meskal <nmeskal@ecotek.com>

**Sent:** Monday, May 3, 2021 8:37 PM

**To:** Victor Juan <>vjuan@aqmd.gov>

**Subject:** Proposed Rule 2305 – Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program comment

Dear Mr. Juan,

I would like to express my appreciation to you, and your team for the hard work you put in to incorporate the compliance flexibility into this new challenge.

Thank you.

Best Regards,

[Natasha Meskal](#)

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April 28, 2021

**Ian MacMillan**

Victor Juan

South Coast Air Quality Management District

21865 Copley Drive

**Diamond Bar, California 91765-4178**

Sent Via Email: [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov) / [vjuan@aqmd.gov](mailto:vjuan@aqmd.gov)

Subject: Comments on Proposed Rule 2305 (Warehouse Indirect Source Rule)

**Dear Mr. MacMillan:**

I'm writing to express the opposition of my company, GE Appliances, a Haier company, (GEA) to the South Coast Air Quality Management District's (the District) proposal to adopt Rule 2305, the Indirect Source Rule (ISR). The GEA warehouse is located at 20005 E. Business Pkwy in **Walnut. It has been in operation since 1989 and today employs 175 Californians.**

The logistics industry is crucial to Southern California's economic development and warehouses are an essential component of that industry. The logistics industry plays a crucial role in the response to the COVID-19 pandemic—not only in the distribution of medical supplies, vaccines, **and equipment but also in delivering goods to consumers who have become more dependent on e-commerce as the have followed shelter-in-place directives.**

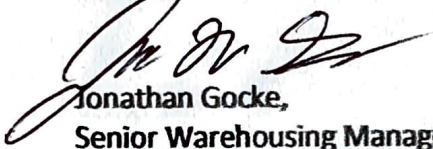
Not only would the District's proposed ISR target facilities that play an important role during the pandemic—that is why federal and state governments have determined to be an **"essential" industry—it would impose additional/permanent costs on warehouses that increase the SoCal region's growing loss of competitiveness. With increasing competition from East Coast ports, the District should not take for granted that companies will accept \$.90-plus per square foot operating cost increases. For the GE Appliance facility in Walnut, this would add over \$1,000,000 in costs. Such an unanticipated increase will not be ignored as we make plans when the current lease is up for renewal in a few years.**

At its most fundamental level, the ISR is unfair. Warehouses cannot control truck fleets, **decrease truck emissions, design or mandate engines or fuel types used by trucks. Warehouse operators do not control which trucks come to warehouses, when they arrive, where they come from, or any other variables related to truck trips. And, technology solutions such as electric vehicle engines, have not yet been applied to heavy-duty trucks.**

Finally, we question the District's legal authority, by this proposed measure, indirectly to regulate the interstate trucking industry.

**Thank you for considering these comments. Please include them in the official record of this proceeding so that they are available for review by all SCAQMD Board Members.**

Respectfully,



**Jonathan Gocke,  
Senior Warehousing Manager  
GE Appliances, a Haier company  
c/o 20005 E. Business Pkwy  
Walnut, CA 91789**

**Cc: Governing Board Members**



May 5, 2021

South Coast Air Quality Management District  
c/o Victor Juan  
Program Supervisor  
Planning and Rules  
21865 Copley Drive  
Diamond Bar, CA 91765

LAX

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Dr. Cynthia A. Telles  
Karim Webb

Justin Erbacci  
Chief Executive Officer

**RE: Comments Regarding Proposed Rule 2305 – Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305**

Dear Mr. Juan:

Los Angeles World Airports (LAWA) appreciates the opportunity to participate in the South Coast Air Quality Management District’s (AQMD) Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305 (proposed rule) rule making development. We would like to offer the following comments on the final proposed rule that will be subject to a public hearing before the AQMD Governing Board on May 7, 2021.

First, we continue to be concerned about the potential to overcount truck trips that visit cargo and warehouse facilities on a single airport campus. Typically, several cargo facilities are in close proximity to one-another at our airport. Often, one truck will visit two different cargo operators within the same physical facility (physically moving from one loading dock to another) or visit multiple cargo facilities before departure. Under the proposed rule, where actual truck trips will be collected by each cargo operator and operators will accrue WAIRE points compliance obligations based on the number of truck trips to their facility, this may result in overcounting truck trips and unfairly penalize warehouse operators at an airport by inflating the number of WAIRE points compliance obligations as compared to warehouse operators at off-airport facilities. The counting of truck trips by each operator will also make it appear that there are more truck traffic where multiple warehouses operate at an airport than there actually is. We request AQMD refine its methodology for calculating an operator’s Weighted Annual Truck Trips (WATTs) to eliminate the overcounting of truck trips to a single airport campus. Revising the methodology for calculating WATTs to account for trucks that pick-up cargo from multiple operators on a single campus will better represent the actual number of truck trips and the actual oxides of nitrogen (NOx) emissions from warehouse activity and thereby not unfairly



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burden cargo operators located on a single campus with excessive compliance obligations that require them to undertake additional mitigation actions.

Second, we would like additional flexibility to develop a custom WAIRE project to assist airport cargo operators earn WAIRE points. For example, we would like to use alternate pathways to earn WAIRE points that would allow airports and cargo operators located at airports to use airport campus-wide upgrades that increase the use of zero-emission transportation systems, reduce vehicle congestion, and reduce emissions to earn WAIRE points for cargo operators.

Third, with the adoption of the proposed rule, airports with warehouses subject to the regulation could lose eligibility for financial incentives under the Federal Aviation Administration's Voluntary Airport Low Emission Program (VALE), to fund emission reduction programs. To be eligible for VALE grant funds, airport emission reduction projects must be voluntary. VALE funding supports a wide-range of emission reduction activities at airports and could include electrification of cargo operations. Projects recently funded under the VALE program include the purchase of electric buses and infrastructure to provide ground power to parked aircraft.

In addition, we believe there may be potential preemption issues under 49 U.S.C. §§ 41713(b) [the Airline Deregulation Act] and 14501(c) [the Federal Motor Carrier Act], which, respectively, restrict the ability of local authorities to enact or enforce any regulation related to a price, route, or service of any air carrier or any motor carrier engaged in the transportation of property. The District (and the State) does not have authority to impose the Indirect Source Rule as a general matter and, specifically, does not have the authority to impose such a rule on facilities located at airports or apply them to air carriers. Accordingly, we oppose these rules and respectfully urge the Board to decline to adopt them.

Finally, please reconsider clarifying or replacing the phrase "may be used" in the Requirements section on page 4, section (d)(1), from the final proposed rule. This phrase is not defined and raises confusion about what constitutes "floor area" in a warehouse that "may be used" for warehousing activities and how warehouse operators apply the rule to their warehouses.

***Section (d)(1) "...Only warehouse operators in buildings with greater than or equal to 100,000 square feet of floor area that may be used for warehousing activities and who operate at lease 50,000 square feet of the warehouse are required to earn WAIRE Points."***  
***(emphasis added).***

We support the AQMD's goal to improve air quality in the region and the need to develop programs to achieve applicable national ambient air quality standards (NAAQS) and reduce greenhouse gas emissions in the South Coast region. LAWA would like to continue to work with staff to create a framework that better reflects cargo operations at airports and does not unfairly penalize cargo operators on airport property. We believe these revisions to the proposed rule will provide greater visibility and understanding of cargo operations and related air quality improvement programs at airports and encourage the development of

Mr. Victor Juan  
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new programs resulting in cleaner air. Active engagement between AQMD staff, airports, and other stakeholders can drive the change towards cleaner air.

We appreciate the opportunity to provide these comments and looks forward to continuing to work with AQMD staff to achieve emissions reductions through a collaborative approach. If you have any questions, please contact Tami McCrossen-Orr of LAWA's Environmental Programs Group, at (424) 646-6734.

Sincerely,

*Tami McCrossen-Orr*

Tami McCrossen-Orr  
Director of Environmental Sustainability and Compliance  
Los Angeles World Airports

TMO:CA:eb

cc: Councilman Joe Buscaino, City of Los Angeles Representative, AQMD  
Board Member  
Wayne Nastri, Executive Office, AQMD  
Ian MacMillan, Planning and Rules Manager, AQMD

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May 5, 2021

**VIA EMAIL & UNITED STATES MAIL**

Ian MacMillan, Planning & Rules Manager  
Victor Juan, Program Supervisor  
**SOUTH COAST AIR QUALITY  
MANAGEMENT DISTRICT**  
21865 Copley Drive  
Diamond Bar, CA 91765-4178

**Re: Comments on Proposed Rule 2305**

Dear Mr. MacMillan and Mr. Juan:

My law firm represents entities within South Coast Air Quality Management District's ("SCAQMD") jurisdiction that would be affected by SCAQMD's proposed Rule 2305 – Warehouse Indirect Source Rule ("Rule 2305"). My clients generally share the concerns regarding Rule 2305 raised by several commenting parties, including the California Chapter of the International Warehouse Logistics Association (IWLA), the Los Angeles Area Chamber of Commerce, the California Chamber of Commerce, and others. We likewise believe SCAQMD should decline to adopt proposed Rule 2305.

If SCAQMD is inclined to adopt Rule 2305, we believe it would be prudent for SCAQMD to further clarify the applicability of Rule 2305 and in particular the term "building," which is currently undefined. (See Proposed Rule 2305, subs. (b), (c)(27).) Unfortunately,

**WANGER JONES HELSLEY PC**

Ian MacMillan

Victor Juan

May 5, 2021

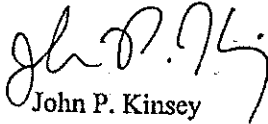
Page 2

there is no consistent definition of the term "building" under California law, and clarity is needed to advise the regulated public of the applicability of the proposed rule. For example, the term building has been variously defined as "that which has four walls and a roof," (*People v. Chavez* (2012) 205 Cal.App.4th 1274, 1280 [citing *People v. Stickman* (1867) 34 Cal. 242, 245]); and a "single structure" or series of "connected structures," (Govt. Code, § 70301); and a "structure" over "which state agencies have regulatory power" and any "appendages, accessories, apparatus, [and] appliances" thereof, (8 Cal. Code Regs., § 3207), to provide just a few examples.

To provide certainty to regulated warehouse facility operators as to whether their facilities fall within proposed Rule 2305, we respectfully suggest SCAQMD incorporate an unambiguous and commonly-used definition for the term "building," such as the definition included in the California Building Code: "Any structure utilized or intended for supporting or sheltering any occupancy." (Building Code, § 202.)

Thank you for your consideration of these comments.

Respectfully submitted,

  
John P. Kinsey



May 4, 2021

Hon. Ben J. Benoit, Incoming Chair  
Governing Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

RE: Proposed Rule 2305 – Warehouse Indirect Source Rule (ISR)

Incoming Chair Benoit and Members of the Board:

NGVAmerica writes in support of the original intent of the Warehouse Indirect Source Rule (ISR): to “reduce local and regional NOx and PM emissions” but asks for a change in the proposed rule relative to the WAIRE compliance menu.

[NGVAmerica](#) is the national trade organization dedicated to the development of a growing, profitable, and sustainable market for vehicles and carriers powered by clean, affordable and abundant geologic and renewable natural gas (RNG). Our roughly 200 member companies produce, distribute, and market natural gas and biomethane, domestically manufacture and service natural gas vehicles, engines, and equipment, and operate fleets powered by clean-burning gaseous fuels across North America.

The South Coast Air Quality Management District (AQMD) is quickly approaching Federal NOx attainment deadlines in 2023 and 2031. If not met, AQMD faces potential loss of local control, Federal transportation funding, and the ability to process construction permits. The stated purpose of the proposed warehouse ISR is to reduce local and regional NOx and PM emissions.

As such, the rule’s WAIRE compliance menu should award points strictly for NOx and PM emission reductions. Awarding additional points for activities that cost disproportionately more only discourages deployment of the most cost-effective strategies and ultimately manipulates the market. In effect, AQMD would be rewarding activities that put fewer clean vehicles into service immediately to meet these looming 2023 and 2031 deadlines. And if we want cleaner air, we need the maximum number of cleaner vehicles on our roads as soon as possible, regardless of powertrain.

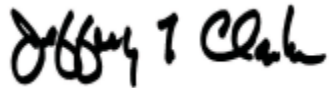
The RNG industry has made necessary investments to support the market and this rule. The NGV industry continues to assist low income owner operators in transitioning to cleaner trucks through innovative financing programs, making us a key partner with AQMD.



NGVAmerica asks that the cost component be removed from the WAIRE point determination methodology so that the district can achieve the greatest amount of emissions reductions in the shortest amount of time.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey T. Clarke". The signature is written in a cursive, slightly slanted style.

Jeffrey Clarke  
Director of Regulatory Affairs & General Counsel

cc: Mr. Wayne Nastri

Mr. Victor Juan



Association of California Recycling Industries

May 4, 2021

Chair William Burke and Governing Board Members  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**RE: Opposition for Draft Rule 2305 (ISR)**

Dear Chair Burke and Governing Board Members,

On behalf of the Association of California Recycling Industries (ACRI), I write to express our opposition to the draft Indirect Source Rule 2305 (ISR 2305). ACRI is a non-profit trade association comprised of recycling businesses across Southern California. ACRI members are responsible for processing over 50% of California's CRV materials (cans, bottles, etc.) and ensuring paper, plastic, metal, and glass commodities can reach an end market and use.

While we share your goal of improving air quality in the region, the recycling industry strongly believes this proposal will have a dramatic and negative impact on our ability to recycle materials. Because heavy duty, zero emission, vehicles are not currently available, the fee for not using these vehicles will undoubtedly be passed along to the warehouses and trucking companies who transport recyclable materials from local warehouses to our processing facilities. This additional cost will, in turn, discourage our clients and customers from choosing to recycle their products, hurting our state's recycling rate and ultimately sending more recyclables to California's landfills.

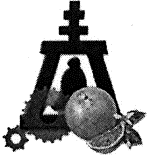
ACRI believes that this new regulation is a tax on warehouse operators and will not only increase business operating costs but have the unintended impact of discouraging recycling in region. We urge you to oppose this rule as written.

Thank you for your consideration.

Sincerely,

Adam Holt  
ACRI President

SOUTH COAST AQMD  
CLERK OF THE BOARDS  
21 MAY -4 P 1:11



# GREATER RIVERSIDE CHAMBERS OF COMMERCE

*The Chamber...building a stronger local economy*

May 4, 2021

Chair William A. Burke  
South Coast Air Quality Management District Governing Board  
21865 Copley Drive,  
Diamond Bar, CA 91765

**RE: South Coast Air Quality Management District (AQMD) Indirect Source Rule – OPPOSE**

Dear Chair Burke and Members of the Governing Board:

On behalf of the Greater Riverside Chambers of Commerce, representing over 1,200 local employers and 110,000 jobs in the Inland Southern California region, we respectfully OPPOSE the Indirect Source Rule put forward by the South Coast Air Quality Management District.

While the Chamber continues to support improvements to regional environmental quality, the proposed rule would arbitrarily burden warehouse operators with excessive recordkeeping and fees that would ultimately hinder future development opportunities while duplicating existing efforts by state and federal entities such as the California Air Resources Board and the United States Environmental Protection Agency. Operators would have to establish a difficult system of estimating how many trucks would visit the warehouse during a given time period. Additionally, it would hold warehouse operators responsible for the transportation equipment used by their vendors and contractors.

While the Chamber appreciates the effort to apply the collected mitigation fees to fund incentives, it is unclear how much of the anticipated \$1 billion of fees would be utilized to be reinvested into improving air quality. Additionally, there is concern that the proposed fees could be increased arbitrarily in the future without limitation or public input.

The Chamber recognizes the importance of reducing emissions from mobile sources to improve air quality, stimulate economic vitality, and maintain quality of life in the region. However, this rule as proposed would threaten the region's competitiveness for new development and job growth in the logistics industry.

For these reasons, the Chamber opposes the Indirect Source Rule as proposed and wishes to work with South Coast Air Quality Management District for a solution.

Thank you for your consideration. Should you have any questions, please do not hesitate to contact me.

Respectfully,

Cindy Roth  
President/CEO

CR/jd

21 MAY -4 AM 1:36

SOUTH COAST AQMD  
CLERK OF THE BOARDS



P. O. Box 54143 – Los Angeles, California 90054, (310) 884-9000

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May 4, 2021

Chair William Burke and Governing Board Members  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**SUBJECT: Opposition – Proposed Rule 2305 (Warehouse Indirect Source Rule)**

Dear Chair Burke and Governing Board Members:

The Kroger Co. is one of the nation's largest grocers. Today, we are proud to employ nearly half a million associates across the United States, who serve 60 million households annually through a seamless shopping experience under a variety of banner names. In California, we operate 300 grocery stores, employing more than 32,000 associates under the Ralphs, Food 4 Less and Foods Co. divisions.

Our company operates four warehouse distribution centers and manufacturing facilities in Southern California, with more than 330 trucks that ensure communities throughout California have access to fresh food and essential products at affordable prices.

**While we applaud the SCAQMD for its efforts to help curb pollution, we do not support Proposed Rule 2305 – Warehouse Indirect Source Rule, as it will ultimately lead to higher food costs for families throughout Southern California.**

New data recently shared by the U.S. Department of Agriculture, predicts food prices are likely to increase by 3% in 2021 after already jumping nearly 4% in 2020. While the increase in grocery prices represents the convergence of a number of inputs — everything from inflation to constrained supply to bad weather — the fact remains that prices are rising, putting undue strain on families already facing the harsh economic realities of the COVID-19 pandemic.

Now is not the time to inflict further harm on working families with policy that will ultimately be passed along to customers looking to fulfill their basic needs.

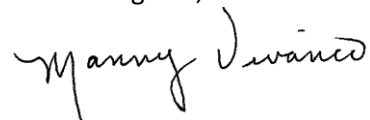
Our company has measured and managed our carbon footprint since 2006, and reducing our climate impact is central to our company's sustainability commitment. In 2019, our company improved fleet efficiency by 10.84% against 2010 baseline, by achieving 8.47 TMPG. Our 2020 Sustainability Goals reflected our commitments to reduce energy and carbon impacts. We even set a new science-based goal to reduce absolute GHG emissions from our operations by 30% by 2030, from a 2018 baseline.

We appreciate SCAQMD's efforts to enhance our regional air quality, however we believe that the District should work closely with industry leaders to develop regulations that appropriately address air

quality without raising operating costs for businesses that will eventually fall upon consumers already reeling from the pandemic.

Thank you for your consideration.

Kindest regards,

A handwritten signature in black ink that reads "Manny Vivanco". The signature is written in a cursive, flowing style.

Manny Vivanco  
Regional Director  
Logistics | The Kroger Co.

CC: Governing Board Members – South Coast Air Quality Management District

## Carole Wayman

---

**From:** Alice DuBois <aliced@gmail.com>  
**Sent:** Wednesday, May 5, 2021 9:24 PM  
**To:** COB  
**Subject:** We need a strong ISR for warehouses

To the SCAQMD board,

I am a Southern California resident and parent who is deeply worried about our air quality.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. Amazon and others are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for *us* this time.

Alice DuBois  
Los Angeles, CA

## **Carole Wayman**

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**From:** Alyssa Bell <[abell@cohen-williams.com](mailto:abell@cohen-williams.com)>  
**Sent:** Wednesday, May 5, 2021 5:39 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I am the mother of a 5 year old, and every year I consider moving, for his health.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Alyssa D. Bell

COHEN WILLIAMS LLP  
Pronouns: she/her/hers  
724 South Spring Street, 9th Floor  
Los Angeles, CA 90014  
Tel: 213-232-5144  
Cell: 443-610-0460  
Fax: 213-232-5167  
[abell@cohen-williams.com](mailto:abell@cohen-williams.com)  
[www.cohen-williams.com](http://www.cohen-williams.com)

## Carole Wayman

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**From:** Amelie Cherlin <cherlina1@yahoo.com>  
**Sent:** Wednesday, May 5, 2021 3:51 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Amelie Cherlin  
Los Angeles



## **Carole Wayman**

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**From:** Clerk of Board  
**Sent:** Tuesday, May 4, 2021 7:09 AM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Comment on agenda Item 27 of the May 7 Governing Board Meeting

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**From:** Ann Dorsey <aedorsey@hotmail.com>  
**Sent:** Saturday, May 1, 2021 2:02 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** [EXTERNAL]Comment on agenda Item 27 of the May 7 Governing Board Meeting

I urge the SCAQMD Governing Board to adopt strong Indirect Source Rules for warehouses and implement it ASAP. Doing so will improve the health and well-being of warehouse workers and surrounding communities as well as help mitigate climate change.

Thank you,

Ann Dorsey  
Northridge, CA 91325

## Carole Wayman

---

**From:** Clerk of Board  
**Sent:** Wednesday, May 5, 2021 1:19 PM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** Bob Smith [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Wednesday, May 5, 2021 12:43 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board:,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward ability. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.

6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Bob Smith  
bob@glancda.org  
700 N Central Avenue #320 Glendale, CA 91208 Constituent

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# California Legislature

May 3rd, 2021

Members of the Governing Board  
South Coast Air Quality Management District  
21865 Copley Dr.  
Diamond Bar, CA 91765

21 MAY -4 A9:20

SOUTH COAST AQMD  
CLERK OF THE BOARDS

**RE: Support for South Coast Warehouse Indirect Source Rule**

Dear Members of the South Coast AQMD Governing Board:

California has long taken a leading role in addressing air pollution and the climate crisis by setting model standards for the rest of the world. Despite these efforts, we have witnessed air quality in the South Coast Air Basin continue to deteriorate over the last several years, reaching record-setting smog and fine-particle pollution levels. A booming warehouse and logistics industry is a large source of this pollution and brings thousands of dirty truck trips through nearby communities every day. **We urge the South Coast Air Quality Management District to adopt a strong Warehouse Indirect Source Rule (ISR)<sup>1</sup> at its board meeting on May 7. The Warehouse ISR will help address the disproportionate pollution burdens caused by this industry and put the South Coast on track to the attainment of both state and federal ambient air quality standards.**

The state is currently updating CalEnviroScreen<sup>2</sup>, which tracks the cumulative environmental burdens that communities face. The updated data remains consistent with the lived experience of Californians living near warehouses, ports, and freeways. A large proportion of the warehouses covered by this regulation fall in the census tracts with the highest pollution burdens. In California, 26% of our warehouses are in census tracts with the highest 10% pollution burdens, and more than 65% of the warehouses fall in the census tracts with the top 25% of pollution burdens.

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<sup>1</sup> Propose Rule 2305 Warehouse Indirect Source Rule-Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program [https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/warehouse-isr\\_prelim-1st-draft.pdf?sfvrsn=6](https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/warehouse-isr_prelim-1st-draft.pdf?sfvrsn=6)

<sup>2</sup> <https://oehha.ca.gov/calenviroscreen/report/draft-calenviroscreen-40>

The ongoing COVID-19 pandemic has only exacerbated the unacceptable health risks faced by frontline communities in the region. Last year, this public health crisis coincided with one of the worst smog seasons in the South Coast Air Basin in decades – with a total of 157 days of ozone pollution levels exceeding state and federal air quality standards. Even with huge drops in passenger vehicle traffic due to the COVID-19 pandemic, air quality has reached unhealthy levels, as determined by the US EPA, for much of 2020 due to the continued need for goods movements and essential services.

We believe that the Warehouse ISR proposed by the air district staff is not about stopping the growth of the logistics industry, but rather ensuring that the industry can grow while also protecting the public health of the surrounding communities, including the wellbeing of the workers and their families. In fact, we note that the AQMD socioeconomic analysis<sup>3</sup> finds that there is no projected job loss because of the rule. Instead, the proposed rule is expected to result in 150 to 300 fewer deaths, 2,500 to 5,800 fewer asthma attacks, and 9,000 to 20,000 fewer work loss days from 2022-2031. The Warehouse ISR allows us to advance economic opportunities for historically underserved communities and improve the health of those communities.

We believe the staff-proposed stringency level of 0.0025 is a reasonable, cost-effective, and attainable level to achieve significant pollution reductions, and thus urge the Board to approve the staff recommended stringency. The rule will also prioritize cleaner technologies that protect public health and create good quality jobs.

Members of the Legislature have sent letters, dating back to 2017, encouraging the board to take bold action on this important issue. As part of the approved SCAQMD 2016 Air Quality Management Plan (AQMP), the Board included four facility-based mobile source measures to address ozone. Only one of four measures has been implemented. As the measures for Commercial Marine Ports and Rail Yards continue to be delayed well beyond their expected 2019 implementation period, it is past time to adopt the Warehouse ISR (MOB-03).<sup>4</sup> These continued delays have had the unfortunate impact of diminishing trust in the board, by the communities that so desperately need a strong ISR, to take the necessary action to address the air quality changes we face as a region. Taking action on the Warehouse ISR is important to start re-building trust that the Board will implement the AQMP.

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<sup>3</sup> Second Draft Socioeconomic Impact Assessment for Proposed Rule 2305 –Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 –Fees for Rule 2305 April 2021. [https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/pr-2305\\_sia\\_2nd-draft\\_4-7-21.pdf?sfvrsn=8](https://www.aqmd.gov/docs/default-source/planning/fbmsm-docs/pr-2305_sia_2nd-draft_4-7-21.pdf?sfvrsn=8)

<sup>4</sup> 2016 South Coast AQMD AQMP. p. 29. <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2016-air-quality-management-plan/final-2016-aqmp/chapter4.pdf?sfvrsn=4>

As a key component of implementing Assembly Bill 617, air districts were instructed to develop Community Emissions Reductions Plans (CERPs) within environmental justice communities selected by the district. AB 617 (C. Garcia, Statutes of 2017) communities included East Los Angeles, Boyle Heights, West Commerce, Wilmington, Carson, West Long Beach, San Bernardino and Muscoy. In the San Bernardino/Muscoy community, reducing emissions from the heavy-duty transportation sector were the number one and two issues for the community.<sup>5</sup> The Warehouse ISR is critical to building the public confidence in the AB 617 program for the San Bernardino/Muscoy community and all other AB 617 communities implementing CERPs. Without this critical vote to approve the Warehouse ISR, the value of the CERP will be greatly diminished and public confidence in the AB 617 program will be irreparably damaged.


We owe it to frontline communities, who inequitably experience harms from the thousands of diesel trucks rolling in and out of warehouses, to pass a strong Warehouse ISR. We are hopeful to see board approval of a strong ISR this May.

Sincerely,



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Eloise Gómez Reyes  
Majority Leader  
47<sup>th</sup> Assembly District



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Anthony Rendon  
Speaker of the Assembly  
63<sup>rd</sup> Assembly District



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Cristina Garcia  
58<sup>th</sup> Assembly District



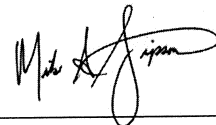
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Phil Ting  
19<sup>th</sup> Assembly District



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Luz Rivas  
39<sup>th</sup> Assembly District

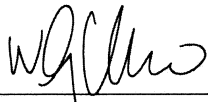


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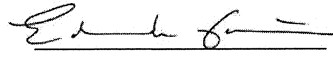
Mike A. Gipson  
64<sup>st</sup> Assembly District

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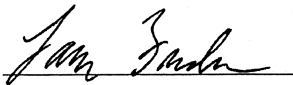
<sup>5</sup> San Bernardino/Muscoy Final CERP. p. 123. <http://www.aqmd.gov/docs/default-source/ab-617-ab-134/steering-committees/san-bernardino/cecp/carb-submittal/final-cep.pdf?sfvrsn=9>



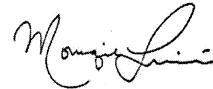
Wendy Carrillo  
51<sup>st</sup> Assembly District



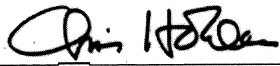
Eduardo Garcia  
56<sup>th</sup> Assembly District



Laura Friedman  
43<sup>rd</sup> Assembly District



Monique Limon  
19<sup>th</sup> Senate District



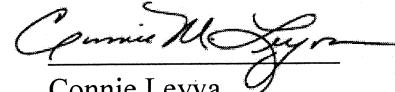
Chris Holden  
41<sup>st</sup> Assembly District



Lena Gonzalez  
33<sup>rd</sup> Senate District



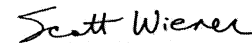
Ed Chau  
49<sup>th</sup> Assembly District



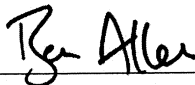
Connie Leyva  
20<sup>th</sup> Senate District



Josh Newman  
29<sup>th</sup> Senate District



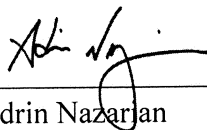
Scott Wiener  
11<sup>th</sup> Senate District



Ben Allen  
26<sup>th</sup> Senate District



Dave Min  
37<sup>th</sup> Senate District



Adrin Nazarian  
46<sup>th</sup> Assembly District



Miguel Santiago  
53<sup>rd</sup> Assembly District

## Carole Wayman

---

**From:** Caitlin <caitlinbrady@gmail.com>  
**Sent:** Wednesday, May 5, 2021 5:04 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. My 5 year old has already developed asthma and we are strongly considering leaving the area because of the horrible air here. I am worried about communities that are even more affected than ours. I also would like my kids to grow up into a world that is better than today's, with clean air, energy, and a bright future.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Caitlin Brady  
Burbank

Sent from my iPhone



## Carole Wayman

---

**From:** Catherine R <cmronan@gmail.com>  
**Sent:** Wednesday, May 5, 2021 6:22 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. From the Long Beach Harbor to the Inland Empire, we are suffering from the effects of polluting diesel trucks. I so look forward to the day when our transportation is all electric!

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Name  
City

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Catherine

## Carole Wayman

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**From:** cheryl auger <augerca@yahoo.com>  
**Sent:** Wednesday, May 5, 2021 8:51 PM  
**To:** COB  
**Subject:** We need Clean Air

Dear SCAQMD Board,

I live in Pasadena and I am deeply concerned about our air quality. We should have the best air quality now because of remote workers and Covid but we weren't that fortunate because the trucking lobbyists exempted themselves from clean air emission legislation in the past and health agencies misrepresented the virus as being potentially transmitted through surfaces and contact. I don't believe any of us could have predicted the mass shipments of Covid supplies from Amazon to assuage people's fear of the virus but that is what happened and anyone going outside now is exposed to worsening air quality. My husband and I went hiking in Pasadena in February 2021 and were shocked to see the smog line from Santa Ana to San Gabriel. Truly disgusting and this will result in health impacts and increased medical costs.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Cheryl Auger  
Pasadena

## Clerk of Board

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**From:** Susan St Louis <suesaint24@gmail.com>  
**Sent:** Tuesday, May 4, 2021 8:38 AM  
**To:** Clerk of Board  
**Subject:** ISR Rule - May 7 Meeting

SOUTH COAST AQMD  
CLERK OF THE BOARDS

To the members of the Board,

21 MAY -4 A8 :41

I am writing to you today to urge the air district board to please support the rule to regulate pollution from indirect sources. The warehouse indirect source rule (the ISR) has been pushed back and delayed for far too long. We must push for more significant investments in clean transportation, like zero emissions and battery electrification now, if we are to have any hope of reaching our emissions reduction goals. We can't get to 55% reduction by 2031 if you delay approving this ISR, or if you water it down.

This summer, we had over 100 unhealthy air days for smog in the south coast region. As the planet warms, our air will get worse, until just being outside in the summer will become dangerous. How will our economy and our communities survive a complete shut-down of outdoor activities during the smoggy summer months? How will we pay for the increasing health care costs for pollution-related illnesses? When you consider the costs of this regulation, you **MUST** also consider the costs of not regulating the warehouse and trucking industries.

These companies are making very high profits now, with the increase of long-distance distribution of goods through our communities in Southern California, and they should definitely be held accountable for the pollution they introduce. They should be required to reduce emissions, increase electrification, and prevent further degradation to our communities, especially those in the immediate vicinity of the warehouses. The AQMD is responsible for millions of lives and has the authority to mandate that the region's biggest polluters clean up their act.

The ISR must even be further strengthened to protect public health. As is, the rule does not go far enough to require the worst polluters to do all they can do to protect communities. Do **NOT** weaken this proposed rule! Those who create the pollution should be responsible to reduce it and clean it up. Don't leave the financial, social and health burdens of the warehouse industry's pollution on the vulnerable citizens who have to live in the midst of it – assign the responsibility to the warehouses and trucking firms, and then **ENFORCE** it!

Thank you,

Susan St Louis

Chair, Climate Crisis Committee

Courageous Resistance of the Desert

760-831-1366

**From:** Rocio Lopez <rociolopez\_28@yahoo.com>

**Sent:** Thursday, May 6, 2021 8:39 AM

**To:** Ian MacMillan <imacmillan@aqmd.gov>; Victor Juan <vjuan@aqmd.gov>

**Subject:** New AQMD Warehouse Rule

Hello Ian and Victor,

I just read through today's LA Times and AQMD's proposed rule on curbing the impacts and imposing new rules for source emissions related to warehouse/distribution and logistics uses. WE APPLAUD AQMD's efforts on this crucial matter. We live in Eastvale and I work in the inland empire. We have seen first hand the unlimited amount of these uses in our backyards.

This is DEVASTATING for our families and communities. My 2 kids play soccer, and they need inhalers during the day just to breathe. Please PLEASE vote with the people and not BIG corporate business and approved this and many more rules to limit, and make these companies responsible for paying their fair share of this crises they are causing. Thank you!!!

<http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan/facility-based-mobile-source-measures/warehs-distr-wkng-grp?fbclid=IwAR3xQqBJ0saMVHnA5TIXsYBTndPmvSJq8RxxfLww0YJcS3VSi1CrzRseAU>

## Carole Wayman

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**From:** Danny De La Mora <Danny.DeLaMora.443996113@p2a.co>  
**Sent:** Monday, May 3, 2021 3:10 PM  
**To:** COB  
**Subject:** NO on Proposed Rule 2305

Dear Members SCAQMD Governing Board,

Warehouse workers in Southern California work hard to keep our economy moving, and we're proud of the work we do. But the proposed rule on trucking emissions could jeopardize that.

We've seen this before — when costs go up, our hours get scaled back, or jobs get cut altogether. At a time like this, we need to be protecting these good jobs, not putting them at risk.

Show your support for workers in your community and vote No on this proposal.

Regards,  
Danny De La Mora  
6940 Hillhurst Ct  
Rancho Cucamonga, CA 91739

## Carole Wayman

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**From:** Clerk of Board  
**Sent:** Thursday, May 6, 2021 7:24 AM  
**To:** Carole Wayman  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**From:** Dave Stefanides [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Thursday, May 6, 2021 7:10 AM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward ability. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.

6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,

Dave Stefanides

dave@ocrealtors.org

25552 La Paz Road Laguna Hills, CA 92653 Constituent

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## Carole Wayman

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**From:** Dency Nelson <outlook\_5A693F1EB520CFD9@outlook.com>  
**Sent:** Wednesday, May 5, 2021 7:11 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. [Insert something about why clear air matters to you here]

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Mr. Dency L. Nelson  
2415 Silverstrand Avenue  
Hermosa Beach, CA 90254

Sent from Mail for Windows 10



## Carole Wayman

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**From:** Doug Bender <alfabender@verizon.net>  
**Sent:** Wednesday, May 5, 2021 6:05 PM  
**To:** COB  
**Subject:** Please adopt a strong Independent Source Rule for warehouses

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. This is necessary for public health and to mitigate climate change.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Doug Bender

Torrance, CA

May 03, 2021

Chair William Burke and the Governing Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**Re: EJAG Support for Proposed Rule 2305 (PR 2305) – Warehouse Indirect Source Rule - Warehouse Actions and Investments To Reduce Emissions (WAIRE) Program**

Dear Chair Burke and the Board of the South Coast Air Quality Management District (SCAQMD),

The SCAQMD Environmental Justice Advisory Group (EJAG) strongly supports the adoption of Proposed Rule 2305 (PR 2305) – Warehouse Indirect Source Rule - Warehouse Actions and Investments To Reduce Emissions (WAIRE) Program. EJAG members are community leaders and representatives that represent the air quality concerns of disadvantaged and underserved communities in our region. EJAG consists of a diverse body of representatives from various ethnic, educational backgrounds, and job sectors, including but not limited to healthcare, law, government, environmental science, and education. In this letter, we intend to provide additional information and details regarding recommendations provided by EJAG members, which is a reflection of our research, expertise and lived experiences in this matter as we ask for the adoption of this rule. We appreciate this opportunity in line with our mission of advising and assisting SCAQMD in protecting and improving public health in SCAQMD’s most impacted communities by reducing and preventing air pollution.

**Special Meeting**

At the SCAQMD EJAG special meeting, which took place on Friday, April 30, 2021, members of the advisory group and public advocated and expressed unanimous support for PR 2305. As a part of the EJAG goals, this special meeting strengthened our ability to advise SCAQMD on issues related to environmental justice; create and sustain a positive and productive relationship between SCAQMD and community members; better inform SCAQMD about environmental justice issues, and assure that SCAQMD makes meaningful and continuous progress toward the achievement of environmental justice through its decisions and activities. Reference was made to the landmark \$47 million settlement recently achieved by environmental groups in Moreno Valley.<sup>1</sup> This settlement displays several investments required by the developer to mitigate the projected emissions from the development. However, concern remains as to the limited overall

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<sup>1</sup> Yarbrough, Beau, “\$47 million settlement reached in World Logistics Center lawsuit,” Press Enterprise, 29 Apr. 2021, <https://www.pe.com/2021/04/29/47-million-settlement-reached-in-world-logistics-center-lawsuit>.

impact these stipulations would have on outlying areas affected by development but not explicitly addressed or targeted in the list of stipulations. Truck traffic on the transportation corridor of the 60 Freeway, leading to Interstate 10, 15, 215, and California State Route 91, will all be impacted due to the additional traffic generated by the development. Moreover, EJAG members also highlighted the proximity of warehouses to homes, schools, and churches, in which PR 2305 will have the ability to provide the most immediate relief in emissions. Please review our five recommendations in this letter, which are reflective of the advisory group's consensus and are hopefully helpful in your deliberations.

## **Background**

This year, San Bernardino, Riverside, and Los Angeles counties ranked first, second, and third, respectively, as the nation's smoggiest counties in the American Lung Association's State of the Air 2021 report.<sup>2</sup> San Bernardino County alone had almost 173 high ozone days, 41,804 cases of pediatric asthma, 125,645 cases of adult asthma, and 855 cases of lung cancer. The populations that are at the most significant risk are people of color (72% of the total population in the county), children under 18 (26% of the county population), the elderly (12% of the county population), and people living in poverty (13% of the county population). We are aware that some of our Youth Leaders Advisory Council (YLAC) members either have respiratory conditions themselves or have children or families with respiratory conditions exacerbated by the bad air days. We hear too often from youth, the future workforce, of the prospects of pursuing their educational or economic opportunities in cleaner, more environmentally-friendly areas. Air quality is intricately tied to human health and affects lifespan, quality of life, and workforce productivity. It may be difficult for the industries in question to understand the actual costs of lost wages, funerals, and healthcare visits because the burden of these external costs of transportation does not lie with them but rather with our community members and us.

Our communities, specifically disadvantaged and underserved communities, also known as EJ communities, have consistently been disproportionately affected by poor air quality for decades. According to researchers at the University of Illinois Urbana Champaign, they found that for the 2014 U.S. total population average, fine particle air pollution exposures from the majority of source types are higher than average for people of color and lower than average for white people. The data indicates that white people are exposed to lower-than-average concentrations from emissions source types that, when combined, cause 60% of their total exposure, the study reports. Conversely, people of color experience greater-than-average exposures from source types that, when combined, cause 75% of their total exposure. This disparity exists at the country, state, and city level and for people within all income levels. The introduction of additional warehouses and the indirect sources of pollution over the last decade have put a further strain on our health, especially as warehouses have been placed directly behind our

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<sup>2</sup> American Lung Association, "State of the Air 2021," 15 April 2021, <https://www.lung.org/research/sota>.

homes, schools, and places of worship. In 2020, there were 52 million square feet in warehouse transactions in the Inland Empire, a record number stemming from the demand in e-commerce due to the coronavirus pandemic. While the market surged, our communities suffered from the burden of the viral disease and the deaths of mothers, fathers, aunts, uncles, grandparents, and children. The push to open businesses and schools will be met with the stark reality of the poison present in the air from this market boom. Moreover, studies have indicated that chronic exposure to PM2.5 exacerbated the impact of COVID-19 and that previous infection with COVID-19 may cause respiratory distress, inflammation, and damage that can be intensified by the reintroduction of air pollutants even after the disease has taken its course. In essence, no level of an air pollutant is ever “safe.”

### **EJAG Recommendations**

In our discussion at the special meeting, we collectively and unanimously put forth the following as recommendations in the upcoming deliberations of PR 2305:

1. Ensure there is no further delay in the vote of PR 2305;
2. Adopt the highest stringency;
3. Within regard to the distribution of mitigation fees, EJAG members are adamant about guaranteeing that dollars accounted from mitigation fees are prioritized and invested into the frontline environmental justice communities that bear the brunt of pollution; and
4. Requesting the removal of air filtration systems as an item on the Warehouse Actions and Investments to Reduce Emissions (WAIRE) menu. Providing warehouse operators the opportunity to utilize this approach diminishes the spirit of the rule, which is intended to reduce emissions.

Lastly, EJAG members were also mindful of the process that has been undertaken in the California Environmental Quality Act (CEQA) and discussed ensuring we made recommendations based on what was studied in the process.

### **Recommendations for Future Rule Amendment**

The current PR 2305 for Warehouse Indirect Source appears not to have not addressed current diesel trucks emissions and idling thereof in a way that is in line with the Board’s priorities. This will remain a prominent issue within planned and future warehouse development sites over the next 10-15 years as diesel trucks are being phased out to electric or zero emission technologies.

#### *Clean Idle Provision*

A “Clean Idling Truck” provision should be at the top of the list to add into future amendments of this rule. As members of impacted communities, we feel it was an unfortunate oversight not to

address current community concerns caused by diesel emissions. The reduction of diesel emissions has not been included in the current rule. Current use of diesel power trucks will be around for many years as the new technology for zero emission trucks are developed. A requirement for Clean Idle Diesel Trucks should be required as a part of this rule for all warehouses, not just in designated areas or special zones, as most warehouse distribution centers are located or planned in the most vulnerable communities inhabited by people of color and/or people with low incomes.

#### *Accurate Monitoring*

Also, the monitoring of large warehouses, which act as transportation hubs, should be included during future rule implementation and verification of self-reported emissions by the warehouses under this rule. Since most major warehouse transportation hubs are adjacent to and have major designated ingress and egress points from the Interstate Freeways and State Highways, monitoring stations should be installed at these locations. Funding for these added monitoring points would come from this Indirect Source Rule and service the community for which it was intended. Most of these proposed monitoring locations are owned and operated by the State, therefore easements and access to power and location shouldn't be too high of a hurdle to overcome. Obtaining permission to place monitors at these sites should be less challenging as most areas are operated and maintained by Caltrans.

Information is power and accurate data drives policy. Useful data on PM10, PM2.5, NOx, SOx, O3 and CO data would be collected at these sites and made publicly available on AQMD's App so that community members may have access to the accurate and meaningful information.

This information could also be used with other AQMD-managed programs to better understand how to help future rules and legislation since most transportation and warehouse hubs are located in impacted Environmental Justice Communities. This valuable data could serve the district in unifying expenses as well to serve as better understanding of major sources of pollution, calculating and reporting AQI's, and better compliance with existing State and Federally mandated targets and laws on cutting greenhouse gas emissions.

An example of the utility of this data can be seen in looking at the data collected at the AQMD's Los Angeles (Chinatown) Long Term monitoring site and comparing it to a local community-based monitoring site in Boyle Heights at Resurrection Church installed under the AB617 Program (only a few miles away). One can see that values on Ultrafine Particulates vary wildly with values at the church station showing many times higher than those at the Central LA Station.

These stations would also help AQMD better verify self-reporting data from these warehouses and rule enforcement. "Trust but verify" would be the goal here as EJ Communities are all

currently dealing with companies and agencies that aren't doing enough to curb current and future sources of pollution impacting our communities.

### **Conclusion**

For all these reasons listed above, we hope that you will appreciate the importance of PR 2305, our recommendations and adopt it to provide a better quality of life for future generations. We honor our duty and responsibility to improve the air quality of this district, and we owe it to the children and our most vulnerable residents to demonstrate that their health and right to clean air is our number one priority. The advisory group members respectfully ask that PR 2305 is passed and implemented immediately so we can go back to our communities and give them a victory they so desperately need.

If you have any questions or concerns, please feel free to contact us.

Sincerely,

Environmental Justice Advisory Group

## Carole Wayman

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**From:** emiliana dore <emdore@yahoo.com>  
**Sent:** Wednesday, May 5, 2021 7:04 PM  
**To:** COB  
**Subject:** ISR vote

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. Our BIPOC communities are bearing the brunt of decades of decisions to help corporations get rich at the expense of our citizens' health.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Emiliana Dore  
Los Angeles, CA

## Carole Wayman

---

**From:** Emily Falappino <Emily.Falappino.444367237@p2a.co>  
**Sent:** Wednesday, May 5, 2021 5:13 PM  
**To:** COB  
**Subject:** Oppose Proposed Rule 2305 Would Wreak Havoc on Industry

Dear Members SCAQMD Governing Board,

Throughout the pandemic, the logistics industry has helped keep goods moving and continued to provide local businesses with the items that consumers needed most. But now, I am seriously concerned about a new measure posing a direct threat to their operations — and the effects it would have on businesses like mine.

Proposed Rule 2305 would wreak havoc on an industry that my consumers rely on daily. I strongly encourage you to oppose this measure on behalf of businesses here in Southern California that are doing everything they can to get by.

Regards,  
Emily Falappino  
26790 Ynez Ct  
Temecula, CA 92591



## Carole Wayman

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**From:** Erica Silverman <ericas521@yahoo.com>  
**Sent:** Wednesday, May 5, 2021 7:28 PM  
**To:** COB  
**Subject:** For a Strong ISR

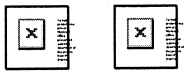
To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. The air we breathe should not be a threat to my health or the health of my friends and family - asthma, respiratory distress, lung cancer, the greater vulnerability to Covid due to compromised respiratory systems. It doesn't have to be this way. We could have better air quality and better health outcomes. You have the power to rectify this.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Erica Silverman  
Los Angeles



Visit my website

Watch my book trailers:

<http://www.ericasilverman.com>

## Carole Wayman

---

**From:** Jennifer Rodriguez <jrodri1376@gmail.com>  
**Sent:** Wednesday, May 5, 2021 6:39 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. As someone who doesn't have direct access to "fresh natural air" beyond the city limits, the cleaner the air quality the better our quality of life.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Jennifer Rodriguez  
Los Angeles

## Carole Wayman

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**From:** Jessica Craven <jescny@gmail.com>  
**Sent:** Wednesday, May 5, 2021 3:08 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I have an 11-year old kid, and regularly talk to my husband about whether or not we should move out of state because of the damage this air is doing to her lungs.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Jessica Craven  
Los Angeles, CA

## Carole Wayman

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**From:** Jessica Eason <jesspatsox@me.com>  
**Sent:** Wednesday, May 5, 2021 8:44 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. [Insert something about why clear air matters to you here]

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Jessica Eason  
Los Angeles

## Carole Wayman

---

**From:** Clerk of Board  
**Sent:** Thursday, May 6, 2021 7:23 AM  
**To:** Carole Wayman  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**From:** Joanne Winteler-McClaskey [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Wednesday, May 5, 2021 6:09 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward ability. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.

6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,

Joanne Winteler-McClaskey

joanne@industrychamber.org

15651 Stafford St City of Industry, CA 91744 Constituent

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## Carole Wayman

---

**From:** Clerk of Board  
**Sent:** Tuesday, May 4, 2021 7:09 AM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We Support the Warehouse Indirect Source Rule

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

**From:** Long John <myvoice@oneclickpolitics.com>  
**Sent:** Saturday, May 1, 2021 11:42 AM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We Support the Warehouse Indirect Source Rule

Re: Rule 2305: We Support the Warehouse Indirect Source Rule

Dear Members of the AQMD Board;

I am writing to express my Support to the adoption of Rule 2305 (Indirect Source). Clean air stop destroying our communities!!

Sincerely,  
Long John  
[cleanairwarriors@gmail.com](mailto:cleanairwarriors@gmail.com)  
2035 clean air road Los Angeles, CA 90015 Constituent

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## Carole Wayman

---

**From:** Kathleen Duffy <katyduffy@outlook.com>  
**Sent:** Wednesday, May 5, 2021 5:49 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. As a mother of two young children, I worry about the health impacts that put air quality is having on our children.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Kathleen Duffy  
La Cañada Flintridge

—  
Katy Duffy  
(213) 598-9396



## Carole Wayman

---

**From:** laura shady <fcpedit@yahoo.com>  
**Sent:** Wednesday, May 5, 2021 7:31 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. The health of our children, their future, is at stake! Our first priority should be the health of your children and the future health of your grandchildren.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Laura Shady  
North Hollywood

## Carole Wayman

---

**From:** Leah Pressman <leahpressman@sbcglobal.net>  
**Sent:** Wednesday, May 5, 2021 5:57 PM  
**To:** COB  
**Subject:** Vote on Friday - Please Adopt Strong ISR for Warehouses!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. Air pollution wrecks havoc on the health and life-span of residents of Southern California. We can chose not to smoke. We cannot choose not to breathe. Air pollution lowers IQs and causes cancer, and respiratory disease and is particularly damaging for infants and children. Air pollution effects the developing brain and has been linked to lower IQ.

I was horrified to learn that medical students at UCLA studying cadavers in anatomy class are able to identify which bodies belonged to people from Los Angeles because of the ugly lung damage they find even in non smokers.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Leah Pressman, PhD  
Culver City 90232

## Carole Wayman

---

**From:** Linda Torn <lindagtorn@gmail.com>  
**Sent:** Wednesday, May 5, 2021 10:02 PM  
**To:** COB  
**Subject:** ISR

To the SCAQMD board,

As a third generation Southern Californian having grown up in Lake Elsinore and and Riverside, I wouldn't want to live anywhere else. But we must recognize that we cannot sustain the planet at the rate we are going. Climate change must be fought to give the next generations a chance.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Linda Torn  
Los Angeles  
90031

**Carole Wayman**

---

**From:** Lisa Beebe <lisabeebe@gmail.com>  
**Sent:** Wednesday, May 5, 2021 6:50 PM  
**To:** COB  
**Subject:** Support a strong ISR now!

To the SCAQMD board,

I am a Southern California resident who votes in every election, and I am deeply concerned about this area's air quality. I love spending time outdoors, and I don't want to be putting my health at risk when I do so. We have to take action to eliminate the pollution caused by warehouses in Southern California before it gets any worse.

When the SCAQMD votes on Friday, I urge you to adopt a strong ISR for warehouses that takes effect immediately and prioritizes zero-emissions technology and infrastructure. These companies are making record profits while local residents suffer from the pollution they cause. I believe Southern Californians have the right to clean air, and these companies have to fix their pollution problem NOW. I'm counting on you to take action.

Thank you,

Lisa Beebe  
Studio City, CA

**Carole Wayman**

---

**From:** Michael Wodkowski <wodkowski@icloud.com>  
**Sent:** Wednesday, May 5, 2021 7:02 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Mike Wodkowski  
Los Angeles

Sent from my iPhone

## Carole Wayman

---

**From:** Moriah S Radin <moriah.radin@gmail.com>  
**Sent:** Wednesday, May 5, 2021 4:30 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. [Insert something about why clear air matters to you here]

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Moriah Radin  
Los Angeles

May 4, 2021

Dr. William A. Burke  
Chairman  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**RE: Rule 2305 – OPPOSE**

Dear Chair Burke,

Orange County Business Council (OCBC), the leading voice of business in Orange County, **respectfully opposes South Coast Air Quality Management District's (AQMD) proposed indirect source rule (ISR), Rule 2305.**

Warehouses are a crucial component of the Southern California logistics industry. AQMD's proposed ISR is a misguided policy that targets a sector driving economic development and creating jobs throughout Southern California. The ISR's regulatory scheme would require warehouse operators to accumulate "Warehouse Actions and Investments to Reduce Emissions Points" (WAIRE Points) by reducing emissions through using zero-emission trucks or other specified means. Operators who fail to accrue sufficient WAIRE Points would be forced to pay \$1,000 per each unearned WAIRE Point. This penalty could reach up to millions of dollars, passed on to consumers, employees and other businesses.

The ISR punishes warehouse operators for what trucks enter and leave their facilities, which is oftentimes beyond their control. Furthermore, Rule 2035 does not quantify an expected reduction in emissions as a result of its regulations; it is therefore unclear what impact it will have on air quality. AQMD has yet to outline the quantifiable air quality benefits of the ISR, but the mitigation "fee" makes the ISR's onerous financial burden on warehouse operators abundantly clear.

While the ISR has been characterized as a "fee", it is by nature a tax. The fee does not bring a benefit to warehouse operators, but merely penalizes them. This cost increase does not only impact operators. The broad range of jobs provided by warehouses would be jeopardized while ISR's financial penalties are passed down to consumers.

This proposed rule negatively impacts critical players in Orange County, and California's economy, even as goods movement companies are leading the way in terms of fleet electrification. AQMD should not regulate jobs out of California, but rather work with the industry to address key concerns related to energy reliability, electric and alternative fuel infrastructure needs, and technology considerations prior to imposing such a drastic rule.

Ultimately, Rule 2035 would harm Southern California's economic competitiveness without adequately delivering on air quality improvements. **For these reasons, OCBC asks the Board to reject Rule 2035.**

Sincerely,



Jennifer Ward  
Senior Vice President of Advocacy and Government Affairs

## Carole Wayman

---

**From:** PollyMorf9 <pollymorf9@gmail.com>  
**Sent:** Wednesday, May 5, 2021 6:16 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. As the climate crisis creates hotter air in the Los Angeles basin, it is thought that the inversion layers will trap pollutants for longer times and our air quality will deteriorate. This will exacerbate the already bad SoCal air quality and increase the incidence of respiratory illnesses and heart disease. This is happening before our eyes as our beautiful Los Angeles mountains are now seen through darker and darker yellow smog.

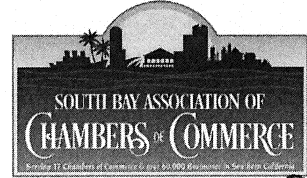
As reported a year ago by LAist "LA Has the Worst Air in the Nation", 4/21/2020, Jacob Margolis, Los Angeles is "For ozone, No. 1. For particle pollution, we are No. 4 (behind Bakersfield, Fresno and Visalia)."

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for all of us this time.

Polly Estabrook  
Los Angeles





21 MAY -4 09:20  
SOUTH COAST AQMD  
CLERK OF THE BOARD

May 3, 2021

Chair William Burke and Governing Board Members  
South Coast Air Quality Management District  
21865 Copley Dr.  
Diamond Bar, CA 91765-4178

RE: OPPOSITION TO PROPOSED RULE 2305 (WAREHOUSE INDIRECT SOURCE RULE)

Dear Chairman Burke and Governing Board Members,

On behalf of the above organizations, we are writing to express our opposition to Agenda Item #27 "Certify Final Environmental Assessment and Adopt Proposed Rule 2305." With member businesses that relies on affordable warehouse space, we are deeply concerned about what potential impacts Rule 2305 will have on their operating expenses. If Rule 2305 passes, it will increase property taxes and, consequently, higher overhead operating expenses creating economic hardship in an already challenging economic climate. Tenants are responsible for any resulting increases in taxes imposed through this new Rule.

We believe this proposed Rule is outside the local air district's authority, and it is not mission-driven as it has no sunset date. It fails to understand the dynamics of the goods movement sector and includes an arbitrary menu of options and credits. Furthermore, the Rule has unrealistic projections on any actual emission reductions it will achieve. Additionally, Statewide rulemaking and policies will further limit the emission benefit of the Rule 2305. The district's analysis indicate that implementation of Rule 2305 will cause at least 10 warehouses to leave the district for neighboring regions. This not only does this damages the region economically but causes unnecessary vehicle miles to reach far flung warehouses that have been pushed out of the district. Ultimately, it is imposing significant administrative and mitigation expenses.

While we understand Rule 2305 is well intended, we believe it will cause significant harm to our business for the reasons mentioned above. As such, we respectfully request that you oppose Rule 2305, as the potential damages to businesses, across Southern California.

Thank you in advance for your time and consideration.

Sincerely,

Dominik Knoll  
President/CEO  
Redondo Beach Chamber of Commerce

Cindy Spindle  
CEO, Garden Grove Chamber of Commerce

Elise Swanson  
SBACC Board Chair

## Carole Wayman

---

**From:** Saba Lurie <takeroottherapy@gmail.com>  
**Sent:** Wednesday, May 5, 2021 9:17 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I have two small children and the air quality will have long term impacts on their health overall.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Saba Harouni Lurie (she/her), LMFT, ATR-BC  
Owner + Founder of Take Root Therapy  
Licensed Marriage and Family Therapist  
Board Certified Art Therapist  
4620 Hollywood Blvd  
Los Angeles, CA 90027  
[\(323\) 388-5578](tel:(323)388-5578)  
[www.losangelesmftherapist.com](http://www.losangelesmftherapist.com)

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## Carole Wayman

---

**From:** Sarah Eggers <eggsh@gmail.com>  
**Sent:** Wednesday, May 5, 2021 9:07 PM  
**To:** COB  
**Subject:** ISR for Warehouses

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I have 2 small children and another on the way and both of my kids have respiratory issues including asthma on account, I believe, of the air quality in Los Angeles county. And we are lucky enough not to live near any of the polluting infrastructure such as warehouses.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Sarah Eggers  
Pasadena

--

Sarah Eggers, LMFT, ATR, MFA  
pronouns she/her/hers  
450 S. Marengo Ave. Pasadena, CA 91101  
(626)720-4335  
LMFT#100220

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## **Carole Wayman**

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**From:** Sharon Lord Greenspan <sharonlordvox@gmail.com>  
**Sent:** Wednesday, May 5, 2021 5:10 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Sharon Greenspan  
Sherman Oaks

# INTERNATIONAL BROTHERHOOD OF TEAMSTERS

JAMES P. HOFFA  
General President

25 Louisiana Avenue, NW  
Washington DC, 20001



KEN HALL  
General Secretary Treasurer

202. 624. 6800  
www.teamster.org

May 4, 2021

Chair Benoit and Members of the Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, California 91765  
cob@aqmd.gov

Re: Support Warehouse Indirect Source Rule (Proposed Rule 2305)

Dear Chair Benoit and Members of the Board:

I write in strong support of the Governing Board's efforts to address warehouse pollution in the South Coast Air Basin. Proposed Rule 2305 has been developed for more than three years, and the Air Quality Management District (AQMD) staff have developed a strong proposal to create more accountability in this industry and reduce pollution. It is time to stop debating this rule, and adopt this proposal that will benefit communities and workers.

As the AQMD is handing out millions of dollars to companies like Amazon to clean up their operations, it is far past time to adopt mandatory programs to disclose the full extent of the harms from their operations and address the air pollution that harms so many in the region. While companies like Amazon tout their environmental efforts in press releases, the reality in operation is starkly different. We need to start demanding these companies more fully incorporate zero-emissions into their operations this region, in addition to improving the workplace conditions of the thousands of people who work in their facilities. The Warehouse Rule will provide more transparency and accountability in an industry that needs it.

We look forward to working with the South Coast AQMD to implement this important rule. Please do not hesitate to contact me if you have any questions.

Sincerely,

Ron Herrera  
Port Division Director,  
International Brotherhood of Teamsters

RON HERRERA, Port Division Director  
25 Louisiana Ave NW Washington, D.C., 20002 . Phone 202.624.8704

21 MAY -4 A9:20  
SOUTH COAST AQMD  
CLERK OF THE BOARDS



## Carole Wayman

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**From:** Valerie Hurt <vr.hurt@gmail.com>  
**Sent:** Wednesday, May 5, 2021 3:54 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about air quality. We all deserve clean air and I want my children and every child here to have the opportunity to breathe.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Valerie Hurt  
90048

## Carole Wayman

---

**From:** vikki cavalletto <vikki.cavalletto.444685009@p2a.co>  
**Sent:** Wednesday, May 5, 2021 8:06 PM  
**To:** COB  
**Subject:** Proposed Rule 2305 Will Set Us Back

Dear Members SCAQMD Governing Board,

Southern California is on the path toward recovery from a pandemic that strained our region's economy. But I'm concerned that Proposed Rule 2305 will set us back, which is why I'm writing to urge you to oppose this new regulation when it comes up for a vote on May 7.

Proposed Rule 2305 would be disastrous for our region's logistics industry and put hundreds of thousands of good jobs at risk. They would also result in higher prices for consumers, an unintended consequence that will create even more financial stress on Southern Californian families.

Please protect one of our region's most important industries and vote No on Proposed Rule 2305.

Regards,  
vikki cavalletto  
1215 De La Vina St  
Santa Barbara, CA 93101

4675 MacArthur Court, Suite 800  
Newport Beach, California 92660 USA  
949.437.1000 fax: 949.724.1457

www.cleanenergyfuels.com

Andrew J. Littlefair  
President and Chief Executive Officer

May 6, 2021



Chairman Ben J. Benoit  
Governing Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**Re: SUPPORT for PR2305 – Warehouse Indirect Source Rule**

Dear Chairman Benoit and Members of the Board:

Clean Energy, a Newport Beach-based company that is the nation's leader in delivering clean renewable natural gas to vehicles, **strongly supports Proposed Rule 2305: Warehouse Indirect Source Rule.**

While Clean Energy still holds some concerns over the proposed rule's complexity and would have preferred that cost play less of a factor in the WAIRE menu's point calculations (we believe emissions reductions would be prioritized more without including the cost variable), we firmly believe passing PR 2305 is the right thing to do when it comes to the well-being of the South Coast Air Basin.

Clean Energy provides a near zero solution on pollutants and a carbon-negative performance on climate emissions for heavy- and medium-duty trucks today. We stand ready to support this rule and the volume of renewable natural gas (RNG) that will be required to help trucking firms make the switch from diesel to RNG. Clean Energy has developed strategic partnerships with international energy companies to accelerate RNG production and supply and to provide additional vehicle incentives to help fleets clean up the goods movement sector. We stand ready to assist the South Coast Air Quality Management District (AQMD) in making sure the implementation of PR 2305 is successful and our working relationships with major fleets that include UPS, Waste Management, Amazon, Republic and many others demonstrates that our technology already works for the heavy-duty fleet market.

Clean Energy requests that the South Coast Air Quality Management District (AQMD) staff continue to work with us on some of the modeling questions that we still have over the rule. However, our remaining concerns do not justify delaying the rule's passage as AQMD staff have proven to be both helpful and responsive.



Chairman Ben J. Benoit  
May 6, 2021  
Page Two



Clean Energy, therefore, strongly supports PR 2305 and stands ready to help AQMD implement this critical and much needed strategy to address both regional truck pollution and the South Coast air basin's federal Clean Air Act goals.

Sincerely,

A handwritten signature in blue ink, appearing to read "Andrew J. Littlefair", written over the word "Sincerely,".

Andrew J. Littlefair  
President and Chief Executive Officer

**April 29, 2021**

Chairman William A. Burke and the South Coast AQMD Governing Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**Re: YLAC Support for PR 2035 (Warehouse Indirect Source Rule)**

Dear Chairman Burke and the Governing Board of the South Coast Air Quality Management District (South Coast AQMD),

The South Coast AQMD Youth Leaders Advisory Council (YLAC) supports the adoption of the Warehouse Indirect Source, Proposed Rule 2305 (PR 2305). YLAC members are youth leaders that represent the air quality concerns of young adults in our region. The council consists of a diverse body of youth from various educational backgrounds and job sectors, including but not limited to medicine, law, government, environmental science, and education. We are writing this letter to you to reflect our research, expertise, and lived experiences in this matter as we ask you to adopt this rule.

Since 2018, South Coast AQMD set forth on the investigation and development of an Indirect Source Rule (ISR) to determine ways to regulate emissions from trucks that make deliveries and pickups to distribution warehouse facilities; as a result, PR2305 was formed under the authority of California law. Under executive order B-55-18, the state of California has a goal to achieve carbon neutrality by 2045 in order to defer the adverse impacts of climate change.

This year, San Bernardino, Riverside, and Los Angeles counties ranked first, second, and third, respectively, as the nation's smoggiest counties in the American Lung Association's State of the Air 2021 report. San Bernardino County alone had almost 173 high ozone days, 41,804 cases of pediatric asthma, 125,645 cases of adult asthma, and 855 cases of lung cancer. The populations that are at the greatest risk are people of color (72% of the total population in the county), children under 18 (26% of the county population), the elderly (12% of the county population), and people living in poverty (13% of the county population). Some of our YLAC members either have respiratory conditions themselves or have children or family with respiratory conditions that are further exacerbated by the bad air days. We hear too often from youth, the future workforce, of the prospects of pursuing their educational or economic opportunities in cleaner, more environmentally-friendly areas. Air quality is intricately tied to human health and affects lifespan, quality of life, and workforce productivity. It may be difficult for the industries in question to understand the true costs of lost wages, funerals, and healthcare visits because the burden of these external costs of transportation do not lie with them, but rather, with us and our community members.

Our communities, specifically disadvantaged and underserved communities, also known as environmental justice communities, have consistently been disproportionately affected by poor air quality for decades. The introduction of additional warehouses and the indirect sources of pollution over the last decade have put a further strain on our health, especially as warehouses have been placed

directly behind our homes and schools. In 2020, there were 52 million square feet in warehouse transactions in the Inland Empire, a record number, stemming from the demand in e-commerce due to the coronavirus pandemic. While the market surged, our communities suffered from the burden of the viral disease and the deaths of mothers, fathers, aunts, uncles, grandparents, and children. The push to open businesses and schools will be met with the stark reality of the poison that is present in the air from this market boom. Moreover, studies have indicated that previous infection with COVID-19 may cause respiratory distress, inflammation, and damage that can be intensified by the reintroduction of air pollutants even after the disease has taken its course. No level of air pollutant is ever “safe.”

In the extensive report “Driving California’s Transportation Emissions to Zero,” studies found that more than 20 percent of the transportation emissions in our state came from medium- and heavy-duty vehicles. This means that PR 2305 can have a significant impact in reducing the environmental pollution in our region. The analysis indicates that such a transition to clean energy fuels can occur in balance to ensure that any penalties imposed are not unreasonable and will not hinder the ability of the warehouses to carry out their functions while still creating the necessary changes to salvage our air quality. In essence, these policies are simply requesting that businesses that benefit from our land must be good neighbors and held to standards that respect the people who live and work here.

For all these reasons listed above, we hope that you will appreciate the importance of PR 2305 and adopt it so that we can provide a better quality of life for future generations. As leaders of the South Coast Air Quality Management District we have a duty and responsibility to improve the air quality of this district, we owe it to the children and our most vulnerable residents, we have to demonstrate that their health and right to clean air is our number one priority. The youth leaders of this council respectfully ask that the ISR is passed and implemented immediately so we can go back to our communities and give them a victory they so desperately need.

Sincerely,  
The Young Leaders Advisory Council

Sources:

Brown, A. L, Sperling, D., Austin, B., DeShazo, JR, Fulton, L., Lipman, T., et al. (2021). Driving California’s Transportation Emissions to Zero. UC Office of the President: University of California Institute of Transportation Studies. <http://dx.doi.org/10.7922/G2MC8X9X> Retrieved from <https://escholarship.org/uc/item/3np3p2t0>

Deschenes, Olivier, Deshmukh, Ranjit, Lea, David, Meng, Kyle, Weber, Paige, Cobian, Tyler, ... Kelley, Amanda. (2021, April 21). Enhancing equity while eliminating emissions in California's supply of transportation fuels. Zenodo. <http://doi.org/10.5281/zenodo.4707966>

<https://www.freightwaves.com/news/truck-emissions-rule-targets-warehouse-operators>

<https://www.ocregister.com/2021/04/21/san-bernardino-riverside-and-los-angeles-counties-rank-as-top-three-for-badair-in-the-united-states/>

<https://www.lung.org/research/sota>

May 6, 2021

Wayne Nastri, Executive Officer  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, California 91765  
[wnastri@aqmd.gov](mailto:wnastri@aqmd.gov) (via email only)

Dear Mr. Nastri,

The California Air Resources Board (CARB) already expressed its support for the Draft Warehouse Indirect Source Rule (Proposed Rule 2305) and Fees for Rule 2305 (Proposed Rule 316) proposed by the South Coast Air Quality Management District (SCAQMD). This support was in an April 21, 2021 letter; this letter focused on CARB's technical comments.

SCAQMD has received a variety of questions concerning its legal authority to promulgate PR 2305 and PR 316. As you know, CARB is represented by the Attorney General Office in court, and we seek advice from their lawyers upon occasion. Accordingly, on these SCAQMD proposed rules, we asked the Attorney General Office to review and to provide us with their views. I think their analysis is very persuasive; their letter is attached so their analysis is available to you. Please feel free to put this letter in the public docket. I am available to respond to any questions and can be reached at [ellen.peter@arb.ca.gov](mailto:ellen.peter@arb.ca.gov).

Sincerely,



Ellen M. Peter, Chief Counsel

Enclosure: May 6, 2021 letter from the Attorney General's Office

cc:

Sarah L. Rees, Ph.D., Assistant Deputy Executive Officer  
South Coast Air Quality Management District  
[srees@aqmd.gov](mailto:srees@aqmd.gov)

Ian MacMillan, Planning and Rules Manager  
South Coast Air Quality Management District  
[imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov)

Victor Juan, Program Supervisor  
South Coast Air Quality Management District  
[vjuan@aqmd.gov](mailto:vjuan@aqmd.gov)

Bayron Gilchrist, General Counsel  
South Coast Air Quality Management District  
[bgilchrist@aqmd.gov](mailto:bgilchrist@aqmd.gov)

Wayne Nasti  
May 6, 2021  
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Richard W. Corey, Executive Officer  
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Ms. Ellen Peter  
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RE: Legality of South Coast Air Quality Management District Proposed Rules 2305 and 316  
– Facility-Based Mobile Source Measure for Warehouse Distribution Centers

Dear Ms. Peter:

The California Air Resources Board (CARB) requested an Attorney General's Office (AGO) opinion on the legality of South Coast Air Quality Management District's (SCAQMD) proposed facility-based mobile source measure for warehouse distribution centers, Proposed Rules 2305 and 316 (PR 2305 and PR 316; collectively, Proposed Rules). Upon review, the AGO concludes that the Proposed Rules are legal, and that the Clean Air Act obligates SCAQMD to adopt an indirect source review program targeting warehouse emissions.

The Proposed Rules would fulfill SCAQMD's commitment in its 2016 Air Quality Management Plan (AQMP) to pass a measure to control indirect source emissions from warehouse facilities. This measure was incorporated in California's State Implementation Plan (SIP), which was subsequently approved by the U.S. Environmental Protection Agency (EPA). Consequently, SCAQMD is legally obligated under the Clean Air Act—enforceable by citizen suit—to adopt an indirect source review program to reduce warehouse emissions.

As crafted, the Proposed Rules are also legal. In rendering this opinion, the AGO considered a wide range of potential legal challenges to the Proposed Rules. The Proposed Rules fall well within SCAQMD's broad regulatory authority under state law to reduce emissions from indirect sources. The Clean Air Act supports this extensive state and local authority, and does not preempt it. The Proposed Rules are also not preempted by any other federal law. Additionally, the Proposed Rules' in-lieu fee is not a tax or improper regulatory fee under the California Constitution.

## **I. OVERVIEW OF THE PROPOSED RULES**

The Proposed Rules consist of an indirect source rule (PR 2305) and an accompanying rule imposing fees to cover SCAQMD's administration of the indirect source rule (PR 316).

This comment focuses on PR 2305. PR 2305 would require new and existing warehouses in SCAQMD's jurisdiction meeting certain minimum qualifications to earn points each year from a menu of emissions-reducing activities.<sup>1</sup> The menu includes a wide variety of options, such as purchasing zero-emission and near-zero-emission vehicles, visits by those vehicles, building electric vehicle and hydrogen charging stations, constructing solar panels, and installing air filtration systems at sensitive receptor locations.<sup>2</sup> Each option on the menu is worth a set number of points. As alternatives to earning points from the menu, warehouse operators could submit their own custom compliance plans or pay an in-lieu fee.<sup>3</sup>

Under PR 2305, the number of annual points a facility would be required to earn would depend on the number of trucks visiting the facility annually, weighted by truck class.<sup>4</sup> Proposed Rule 2305 also phases in over several years, beginning with the largest warehouses, for which phase-in would be complete by 2024.<sup>5</sup>

PR 2305 does not employ a credit banking and trading system. However, it allows warehouses to transfer excess points in three circumstances. First, an operator of multiple warehouses may transfer points between warehouses, though not necessarily at their full value.<sup>6</sup> Second, an individual warehouse can carry excess credits in one year forward for three years.<sup>7</sup> Third, a warehouse owner that improves its property may transfer any points earned to the operator, the entity to which PR 2305 applies.<sup>8</sup>

Finally, PR 2305 contains various reporting requirements. Most notably, warehouses regulated under PR 2305 would annually report the actual number of trucks that visited the facility, the points the facility earned that year, and a prospective plan for meeting the facility's point requirements the following year.<sup>9</sup> Warehouse operators would retain documentation supporting the information in their annual reports for seven years and make it available upon SCAQMD's request.<sup>10</sup>

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<sup>1</sup> PR 2305(d)(1).

<sup>2</sup> PR 2305 Table 3.

<sup>3</sup> PR 2305(d)(4) (custom compliance plans), PR 2305(d)(5) (in-lieu fee).

<sup>4</sup> PR 2305(d)(1)(A)-(C).

<sup>5</sup> PR 2305 Table 2.

<sup>6</sup> PR 2305(d)(6)(A).

<sup>7</sup> PR 2305(d)(6)(B).

<sup>8</sup> PR 2305(d)(6)(C).

<sup>9</sup> PR 2305(e)(3).

<sup>10</sup> PR 2305(e)(4).

## II. SCAQMD IS LEGALLY OBLIGATED TO ENACT A WAREHOUSE INDIRECT SOURCE RULE.

Under the Clean Air Act, EPA sets national ambient air quality standards (NAAQS) for various air pollutants, such as ozone and fine particulate matter.<sup>11</sup> EPA then evaluates regions on their attainment of the NAAQS. Regions that are in nonattainment must bring their air quality into attainment by certain deadlines. The Clean Air Act obligates states to submit SIPs containing concrete measures to achieve and/or maintain the standards.<sup>12</sup> EPA reviews each SIP for compliance with the Clean Air Act.<sup>13</sup> Once EPA approves a SIP, it becomes federal law and cannot be changed without EPA's approval.<sup>14</sup> The Clean Air Act provides that "any person"—including the State or the Attorney General—can bring a civil action in federal district court to enforce a SIP.<sup>15</sup>

Based on monitoring data, the South Coast Air Basin is in "extreme" nonattainment for several ozone standards and "serious" nonattainment for multiple fine particulate matter standards.<sup>16</sup> SCAQMD must bring the South Coast Air Basin into attainment of the 1979 1-hour ozone standard by February 6, 2023 and the 1997 8-hour ozone standard by June 15, 2024.<sup>17</sup> The South Coast Air Basin failed to attain the 2006 24-hour fine particulate matter standard by its deadline of December 31, 2019,<sup>18</sup> forcing SCAQMD and CARB to revise the SIP and implement measures to attain the standard as expeditiously as possible.<sup>19</sup>

Warehouses, largely by virtue of the trucks they attract, are substantial sources of nitrogen oxide and particular matter emissions in SCAQMD's jurisdiction. Diesel trucks visiting warehouses emit nitrogen oxide (NO<sub>x</sub>)—a primary precursor to ozone formation and a

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<sup>11</sup> 42 U.S.C. § 7409; *see also* 40 C.F.R. Part 50.

<sup>12</sup> 42 U.S.C. § 7410(a).

<sup>13</sup> 42 U.S.C. § 7410(k)(3).

<sup>14</sup> *Safe Air for Everyone v. U.S. E.P.A.*, 488 F.3d 1088, 1097 (9th Cir. 2007).

<sup>15</sup> 42 U.S.C. § 7604(a).

<sup>16</sup> EPA, *Nonattainment Areas for Criteria Pollutants (Green Book)* (February 28, 2021), <https://www.epa.gov/green-book> (e.g., extreme nonattainment for 1979 1-hour ozone standard, extreme nonattainment for 1997, 2008, and 2015 8-hour ozone standards, serious nonattainment for the 2006 and 2012 fine particulate matter standards, and moderate nonattainment for the 1997 fine particulate matter standard).

<sup>17</sup> SCAQMD, *2022 AQMP Mobile Source Working Group Meeting Presentation* (Dec. 16, 2020), <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/presentation-2022-aqmp-mobile-sources-wg-final.pdf?sfvrsn=12>, at 5.

<sup>18</sup> 85 Fed. Reg. 57733, 57733-35 (Sept. 16, 2020).

<sup>19</sup> 42 U.S.C. § 7513a(d); SCAQMD, *Final South Coast Air Basin Attainment Plan for 2006 24-Hour PM<sub>2.5</sub> Standard* (Dec. 2020), <http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/2-final-attainment-plan-for-2006-24-hour-pm2-5-standard-for-the-south-coast-air-basin.pdf>.



significant factor in the development of respiratory problems like asthma, bronchitis, and lung irritation—and diesel particulate matter (a subset of fine particulate matter that is smaller than 2.5 micrometers)—a contributor to cancer, heart disease, respiratory illnesses, and premature death.<sup>20</sup> These emissions and the resulting health impacts are concentrated in lower-income communities and communities of color.<sup>21</sup> In recent years, the proliferation of e-commerce and rising consumer expectations of rapid shipping have contributed to a boom in warehouse development, exacerbating these impacts.<sup>22</sup> The COVID-19 pandemic has only accelerated this trend, as consumers have shifted away from in-person retail shopping.<sup>23</sup>

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<sup>20</sup> California Air Resources Board, Nitrogen Dioxide & Health, <https://ww2.arb.ca.gov/resources/nitrogen-dioxide-and-health> (NOx); California Air Resources Board, Summary: Diesel Particulate Matter Health Impacts, <https://ww2.arb.ca.gov/resources/summary-diesel-particulate-matter-health-impacts>; Office of Environmental Health Hazard Assessment and American Lung Association of California, Health Effects of Diesel Exhaust, <https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf> (DPM).

<sup>21</sup> See generally Draft CalEnviroScreen 4.0, <https://oehha.ca.gov/calenviroscreen/report/draft-calenviroscreen-40>. For these reasons, the AGO’s Bureau of Environmental Justice regularly reviews proposed warehouse projects for compliance with the California Environmental Quality Act (CEQA) and other laws. As part of this work, the Bureau has submitted over twenty comment letters to lead agencies and filed litigation to enforce environmental laws. <https://oag.ca.gov/environment/ceqa/letters>; see, e.g., *South Central Neighbors United et al. v. City of Fresno et al.* (Super. Ct. Fresno County, No. 18CECG00690). The Bureau has also published a collection of best practices and feasible CEQA mitigation measures to help stakeholders minimize warehouses’ environmental harms on neighboring communities. <https://oag.ca.gov/sites/all/files/agweb/pdfs/environment/warehouse-best-practices.pdf>.

<sup>22</sup> SCAQMD’s jurisdiction is home to nearly 1.6 billion square feet of industrial space, approximately 90% of which is warehousing. SCAQMD, *Second Draft Staff Report, Proposed Rule 2305 – Warehouse Indirect Source Rule - Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program and Proposed Rule 316 – Fees for Rule 2305* (Apr. 2021) (“Second Draft Staff Report”), at 45-46. Of the 100 largest logistics leases signed in 2019 nationwide, 21 were in the Inland Empire, comprising 17.5 million square feet. CBRE, *Dealmakers: E-Commerce & Logistics Firms Drive Demand for Large Warehouses in 2019* (January 23, 2020), <https://www.cbre.us/research-and-reports/US-MarketFlash-Dealmakers-E-Commerce-Logistics-Firms-Drive-Demand-for-Large-Warehouses-in-2019>; see also CBRE, *E-Commerce and Logistics Companies Expand Share Of Largest US Warehouse Leases, CBRE Analysis Finds* (Feb. 25, 2019), <https://www.cbre.us/about/media-center/inland-empire-largest-us-warehouse-leases> (20 of the largest 100 warehousing leases in 2018 were in the Inland Empire, comprising nearly 20 million square feet).

<sup>23</sup> CBRE, 2021 U.S. Real Estate Market Outlook, Industrial & Logistics (2020), <https://www.cbre.us/research-and-reports/2021-US-Real-Estate-Market-Outlook-Industrial-Logistics>.

California law requires SCAQMD to periodically draft air quality management plans for reducing emissions and achieving attainment status.<sup>24</sup> SCAQMD's most recent air quality management plan includes a facility-based measure to reduce indirect source emissions from warehouses,<sup>25</sup> which the SCAQMD Board later voted to implement via regulation.<sup>26</sup> CARB subsequently reviewed SCAQMD's plan and included it in CARB's SIP submission to EPA.<sup>27</sup> EPA approved the SIP, including the warehouse indirect source measure, giving it the force of federal law.<sup>28</sup> SCAQMD is therefore legally obligated to adopt an indirect source measure to reduce warehouse emissions. If it does not do so, it risks litigation under the Clean Air Act and jeopardizes its efforts to attain the NAAQS by the required deadlines.

### **III. THE PROPOSED RULES ARE LEGAL.**

The Proposed Rules are within SCAQMD's regulatory authority, are not preempted by federal law, and do not impose any improper fees.

#### **A. SCAQMD Has Legal Authority to Adopt the Proposed Rules.**

The Proposed Rules are a proper exercise of SCAQMD's legal authority. SCAQMD's authority to adopt the Proposed Rules derives from California's delegation of its regulatory police powers to SCAQMD. California's police powers are extensive—the Tenth Amendment reserves all powers to the states not forbidden by the Constitution or otherwise given to the federal government.<sup>29</sup> Those powers include general authority to prevent air pollution.<sup>30</sup> In this context, unless preempted by federal law, California may vest SCAQMD with authority to adopt the Proposed Rules.

California law delegates broad authority to SCAQMD to reduce emissions and air pollution. Indeed, multiple statutes give SCAQMD power to adopt the Proposed Rules. California Health and Safety Code Section 40000 grants SCAQMD primary authority over all emission sources in its region, aside from motor vehicles.<sup>31</sup> The following section, Section 40001, broadly authorizes SCAQMD to adopt and enforce rules to reduce emissions to

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<sup>24</sup> Cal Health & Safety Code §§ 40460, 40462.

<sup>25</sup> 2016 SCAQMD AQMP, at 4-28 to -29.

<sup>26</sup> SCAQMD, Governing Board Meeting Minutes (May 4, 2018), <http://www.aqmd.gov/docs/default-source/Agendas/Governing-Board/2018/2018-jun1-001.pdf>, at 9.

<sup>27</sup> Letter from Richard W. Corey, Executive Officer of CARB, to Alexis Strauss, Acting Regional Administrator for EPA Region 9 (Apr. 27, 2017), [https://ww3.arb.ca.gov/planning/sip/planarea/scabsip/2016aqmp\\_arbltr.pdf](https://ww3.arb.ca.gov/planning/sip/planarea/scabsip/2016aqmp_arbltr.pdf).

<sup>28</sup> 84 Fed. Reg. 52005 (Oct. 1, 2019)

<sup>29</sup> U.S. Const. amend. X; see *Nat'l Fed'n of Indep. Bus. v. Sebelius*, 567 U.S. 519, 535-36 (2012).

<sup>30</sup> *Pac. Merch. Shipping Ass'n v. Goldstene*, 639 F.3d 1154, 1167 (9th Cir. 2011).

<sup>31</sup> Cal. Health & Safety Code § 40000.

achieve and maintain state and federal air quality standards.<sup>32</sup> Although unnecessary, California law enumerates specific air district—and, in a separate section, SCAQMD—powers to adopt and implement regulations of indirect sources to meet state air quality standards.<sup>33</sup> Statutes also require air districts in extreme nonattainment of standards to adopt all measures to reduce emissions that can be feasibly implemented.<sup>34</sup> None of these statutes limit SCAQMD’s regulatory authority to particular types of indirect sources. So long as the regulation helps reduce emissions to achieve ambient air quality standards, SCAQMD can regulate emissions from all indirect sources, including existing, new, and modified indirect sources. Accordingly, SCAQMD unquestionably has authority to promulgate the Proposed Rules.

## **B. Federal Law Supports SCAQMD’s Authority to Adopt the Proposed Rules.**

### **1. The Clean Air Act’s Indirect Source Review Provisions Reinforce SCAQMD’s Authority.**

Federal law supports—and does not preempt—SCAQMD’s authority to adopt the Proposed Rules. At a high level, the Clean Air Act requires the federal government to set ambient air quality standards and gives states broad discretion to devise the best ways to attain those standards.<sup>35</sup> Under the Clean Air Act, California must periodically submit a SIP to achieve and maintain the NAAQS, including specific plans for areas in nonattainment of the NAAQS.<sup>36</sup> Although EPA must approve the SIP and can enforce it in certain limited circumstances,<sup>37</sup> California and its air districts are responsible for developing and executing the SIP.

The Clean Air Act provides express authority for states to include indirect source review programs in their SIPs. Section 110(a)(5)(A)(i) of the Clean Air Act states that “[a]ny State may include in a State implementation plan ... *any* indirect source review program.”<sup>38</sup> An “indirect

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<sup>32</sup> Cal. Health & Safety Code § 40001.

<sup>33</sup> Cal. Health & Safety Code §§ 40440 (SCAQMD in particular), 40716(a)(1) (air districts generally). Section 40716(a) does not require regulations it authorizes to meet both (a)(1) and (a)(2). The word “both” in Section 40716(a) is preceded by “may,” making clear that Section 40716(a) authorizes air districts to both (1) enact a regulation to “[r]educe or mitigate emissions from indirect and areawide sources of air pollution,” and (2) enact a regulation to “[e]ncourage or require the use of measures which reduce the number or length of vehicle trips.” Moreover, “regulations” in Section 40716(a) is plural, demonstrating that Section 40716(a) contemplates multiple regulations to achieve both or either of (a)(1) and (a)(2).

<sup>34</sup> Cal. Health & Safety Code § 40920.5.

<sup>35</sup> *GenOn REMA, LLC v. U.S. E.P.A.*, 722 F.3d 513, 516 (3d Cir. 2013) (“The Clean Air Act authorizes the Environmental Protection Agency ... to establish air quality standards and empowers the states to achieve those standards. This ‘cooperative federalism’ structure is a defining feature of the statute.”) (internal citation omitted).

<sup>36</sup> 42 U.S.C. § 7410(a).

<sup>37</sup> 42 U.S.C. § 7410(c).

<sup>38</sup> 42 U.S.C. § 7410(a)(5)(A)(i) (emphasis added).

source review program” is “the facility-by-facility review of indirect sources of air pollution” that would contribute to exceeding any national ambient air quality standard.<sup>39</sup> That definition expressly includes, but is not limited to, “measures as are necessary to assure, or assist in assuring, that a new or modified indirect source will not attract mobile sources of air pollution.”<sup>40</sup>

In contrast to the broad authority provided to states, the Clean Air Act prohibits EPA from requiring any state to include an indirect source review program in its SIP.<sup>41</sup> Even where EPA imposes a plan for a state that has failed to submit a sufficient plan, EPA cannot include “any indirect source review program for any air quality control region,” with a narrow exception for infrastructure like highways that receive major federal assistance.<sup>42</sup> Thus, the Clean Air Act does not preempt state authority to adopt indirect source review programs—rather, it gives states wide latitude to create indirect source review programs as states see fit and prevents EPA from interfering with states’ decisions on how to handle indirect sources of air pollution.

The history of the indirect source review provision further reinforces Congress’s intent to preserve extensive authority over indirect source review programs for states. The 1970 Clean Air Act originally gave EPA general authority to mandate control of all criteria pollutant sources in the event a SIP was insufficient.<sup>43</sup> In response to a 1973 court decision, EPA determined that all SIPs failed to maintain air quality standards for their lack of indirect source controls.<sup>44</sup> Under the 1970 Clean Air Act’s authority, EPA also promulgated nationwide regulations requiring federal indirect source review of parking lots and airports of a certain size.<sup>45</sup> EPA’s actions were perceived as a substantial federal intrusion into what were previously local matters.<sup>46</sup> Consequently, in 1977, Congress amended Section 110 of the Clean Air Act, establishing the indirect source review provisions discussed above. In so doing, Congress recognized that EPA’s regulations were “controversial,”<sup>47</sup> and expressed its intent to place “strict limitations on the Administrator’s authority to require State and local governments to adopt or implement indirect

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<sup>39</sup> 42 U.S.C. § 7410(a)(5)(D).

<sup>40</sup> *Id.* The notion that this clause limits indirect source review programs to regulating only new or modified indirect sources is misguided. Not only does it ignore the non-limiting word “including” prior to the clause referring to new or modified indirect sources, but it also disregards language in the definition of “indirect source” expressly “including regulation of *existing* off-street parking.” 42 U.S.C. § 7410(a)(5)(C) (emphasis added).

<sup>41</sup> 42 U.S.C. § 7410(a)(5)(A)(i).

<sup>42</sup> 42 U.S.C. § 7410(a)(5)(A)(ii).

<sup>43</sup> Clean Air Act 1970 Amendments, Pub. L. No. 91-604, § 110(c), 84 Stat. 1676, 1681-82 (1970).

<sup>44</sup> 39 Fed. Reg. 7270, 7270 (1974).

<sup>45</sup> *Id.* at 7277; *see also* H.R. REP. 95-294, at 220 (1977), *reprinted in* 1977 U.S.C.C.A.N. 1077, 1299.

<sup>46</sup> H.R. REP. 95-294, at 220.

<sup>47</sup> *Id.*

source review programs.”<sup>48</sup> The 1977 Clean Air Act Amendments make clear that EPA cannot require state implementation plans to include indirect source review programs, even when a state’s own plan is insufficient.<sup>49</sup> And to underscore the point, the 1977 Amendments expressly provide that state authority over indirect source review programs “includ[es] such measures as are necessary to assure, or assist in assuring, that a new or modified indirect source will not attract mobile sources of air pollution.”<sup>50</sup> This language therefore does not limit states’ indirect source review program authority—it preserves the breadth of state authority. The Clean Air Act’s indirect source review provision is intended to reserve broad regulatory power to the states concerning new and modified indirect source review like the parking and airport regulation of the 1970s. Dispelling any doubt that states have—and have always had—authority to regulate existing indirect sources, the House Conference Report for the 1977 Amendments declared that “[a]n indirect source review program is one which provides for the review of new, *existing* or modified indirect sources.”<sup>51</sup>

Finally, the overarching purpose of the Clean Air Act is to reduce emissions of harmful air pollutants.<sup>52</sup> It would make little sense for the Clean Air Act to preempt states from using an important tool (indirect source review programs of existing indirect sources) to further that goal, while also expressly precluding EPA from doing the same. Moreover, EPA approved inclusion of SCAQMD’s warehouse indirect source measure in the SIP. Section 116 stresses that the Clean Air Act reserves broad powers to the states to regulate emissions. With exceptions for certain state regulation of motor vehicle emissions (examined in the following section) and some minor issues inapplicable here, “nothing in [the Clean Air Act] shall preclude or deny the right of any State or political subdivision thereof to adopt or enforce (1) any standard or limitation respecting emissions of air pollutants or (2) any requirement respecting control or abatement of air pollution.”<sup>53</sup> Broad state authority to flexibly craft, implement, and enforce the Clean Air Act’s mandates is thus supreme.

## 2. The Proposed Rules Are Not a Motor Vehicle Emissions Standard.

The Proposed Rules are also not a preempted motor vehicle emissions standard. Section 209(a) of the Clean Air Act prohibits states from adopting “any standard relating to the control of

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<sup>48</sup> *Id.*; see also H.R. REP. 95-338, at 14 (1977), reprinted in 1977 U.S.C.C.A.N. 3648, 3663 (stating “conference agreement to prohibit EPA review of indirect sources both before construction and after they have come into existence”); H.R. REP. 95-294, at 33 (1977), reprinted in 1977 U.S.C.C.A.N. 1077, 1111 (explaining Congress’s intent to “[r]estrict[] Federal authority to limit indirect sources”); H.R. REP. 95-294, at 15 (noting that the 1977 amendments “establish[ed] [seven] limitations upon the Administration’s authority to require State or local governments to adopt or implement indirect source review programs”).

<sup>49</sup> 42 U.S.C. § 7410(a)(5)(A)(ii).

<sup>50</sup> 42 U.S.C. § 7410(a)(5)(D).

<sup>51</sup> H.R. CONF. REP. 95-564, at 126 (1977), 1977 U.S.C.C.A.N. 1502, 1507 (emphasis added).

<sup>52</sup> 42 U.S.C. § 7401.

<sup>53</sup> 42 U.S.C. § 7416.

emissions from new motor vehicles or new motor vehicle engines.”<sup>54</sup> Among other things, a standard under Section 209(a) “requires a ‘vehicle or engine’ not to ‘emit more than a certain amount of a given pollutant, ... be equipped with a certain type of pollution-control device, or ... have some other design feature related to the control of emissions.’”<sup>55</sup> The Proposed Rules are not preempted by Section 209(a) because they are not emissions standards—they do not require a vehicle to “emit more than a certain amount of a given pollutant,” “be equipped with a certain type of pollution-control device,” or “have some other design feature related to the control of emissions.” Rather, under the Proposed Rules, warehouse operators choose from a menu of options to reduce emissions associated with warehouse facilities. The Proposed Rules also are not “relating to the control of emissions from” new motor vehicles or engines because they apply to warehouses, not vehicles or engines. Moreover, the Proposed Rules target indirect emissions of stationary sources that Congress authorized states to regulate.

The U.S. Supreme Court’s decision in *Engine Manufacturers Association v. South Coast Air Quality Management District*, which found certain fleet rules to be preempted, is inapplicable to the Proposed Rules. The rules in *Engine Manufacturers* mandated purchase of vehicles meeting certain emissions benchmarks. The respondent argued that the purchase mandate was not a “standard” under Section 209(a) because it applied to vehicle buyers and not manufacturers.<sup>56</sup> The Supreme Court rejected this distinction between sale restrictions and purchase restrictions, finding that “standards target vehicles or engines.”<sup>57</sup> The Proposed Rules, by contrast, are not a “standard” because they neither mandate vehicle purchases—warehouse operators may freely choose between many compliance strategies, only some of which involve purchasing vehicles—nor do they target vehicles or engines—they instead target warehouse emissions reductions.

Some of the options by which warehouses can earn points involve the purchase of zero-emission trucks or yard equipment, but the Proposed Rules are not an unlawful purchase mandate. The Proposed Rules do not require warehouses to purchase vehicles at all. Warehouse operators can comply with the Proposed Rules in many other ways, such as being visited by zero-emission trucks,<sup>58</sup> installing solar panels, providing air filtration to sensitive receptors, or paying an in-lieu fee. These options, and combinations thereof, are feasible for warehouse operators. For example, the cheapest compliance option is to comply entirely by being visited by

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<sup>54</sup> 42 U.S.C. § 7543(a). Note that § 7543(b) allows EPA to grant states a waiver of § 7543(a)’s prohibition, and that California has historically had such a waiver.

<sup>55</sup> *Nat’l Ass’n of Home Builders v. San Joaquin Valley Unified Air Pollution Control Dist.*, 627 F.3d 730, 738 (9th Cir. 2010) (quoting *Engine Mfrs. Ass’n v. S. Coast Air Quality Mgmt. Dist.*, 541 U.S. 246, 253 (2004)).

<sup>56</sup> *Engine Mfrs.*, 541 U.S. at 252-53.

<sup>57</sup> *Id.* at 253.

<sup>58</sup> Visits by zero-emission trucks do not trigger Section 209(a)’s preemption provision. Section 209(a) applies to new vehicle sales only. 42 U.S.C. § 7543(a). Incentivizing warehouses to court visits from zero-emission trucks does not establish an emissions standard, but even if it did, it would be a post-sale control that is not preempted by Section 209(a).

a sufficient number of zero-emission class 6 trucks—a compliance path that would actually result in cost *savings*.<sup>59</sup> With the CARB Advanced Clean Trucks Rule causing increased penetration of zero-emission trucks into the fleet (with possible reinforcement by an Advanced Clean Fleet Rule), many warehouses may earn significant points from zero-emission truck visits without doing anything at all. Moreover, the best compliance options will differ from warehouse to warehouse and from year to year, depending on individual circumstances and developments in relevant markets. Ex ante, it is largely unknown which compliance options will prove popular. Indeed, the Proposed Rules have been criticized on the basis that the majority of warehouses will comply via in-lieu fee payments without directly reducing emissions from their operations. The Proposed Rules provide warehouse operators with an extensive list of compliance paths from which to choose, and thus are not a purchase mandate.

The Proposed Rules are more similar to the indirect source rule at issue in *National Association of Home Builders v. San Joaquin Valley Unified Air Pollution Control Dist.*, which was not preempted, than to the fleet rules in *Engine Manufacturers*. The indirect source rule in *Home Builders* required development sites to reduce their emissions from construction equipment a set amount below a baseline or pay a mitigation fee.<sup>60</sup> The Ninth Circuit held that the rule was not preempted because it did not “relat[e] to the control of emissions from vehicles or engines.”<sup>61</sup> Instead, because the rule was “targeted at a development site as a whole, its standard or requirement relate[d] to emissions from an indirect source, not from nonroad vehicles or engines.”<sup>62</sup> Likewise, the Proposed Rules here target emissions from an indirect source—warehouses—not from vehicles or engines. As the Ninth Circuit highlighted, the Clean Air Act, “by allowing states to regulate indirect sources of pollution, necessarily contemplates imputing mobile sources of pollution to an indirect source as a whole.”<sup>63</sup> Otherwise, “states could not adopt any indirect source review program.”<sup>64</sup> Precisely because the Proposed Rules are an indirect source review program—something expressly authorized by the Clean Air Act—the Proposed Rules are not preempted by the Clean Air Act.<sup>65</sup>

### 3. No Other Federal Law Preempts the Proposed Rules.

No other federal statute preempts the Proposed Rules. The Federal Aviation Administration Authorization Act (FAAAA) preempts states from enacting a law “related to a price, route, or service of any motor carrier ... with respect to the transportation of property.” 49 U.S.C. § 14501(c)(1). FAAAA does not preempt the Proposed Rules for at least three reasons. First, the Proposed Rules regulate warehouse operators, not motor carriers. While some warehouse operators own their own fleets, the Proposed Rules apply generally to all warehouse

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<sup>59</sup> Second Draft Staff Report at 72.

<sup>60</sup> *Home Builders*, 627 F.3d at 732-33.

<sup>61</sup> *Id.* at 739.

<sup>62</sup> *Id.*

<sup>63</sup> *Id.*

<sup>64</sup> *Id.*

<sup>65</sup> *Id.*

operators, not just those that are fleet owners.<sup>66</sup> Second, the Proposed Rules are directed at reducing emissions, not prices, routes, or service. Even if actions taken to reduce emissions at warehouses may have downstream effect on prices, routes, or service, FAAAA does not preempt laws that have indirect effects that are “tenuous, remote, or peripheral.”<sup>67</sup> FAAAA preemption targets “a State’s direct substitution of its own governmental commands for competitive market forces in determining (to a significant degree) the services that motor carriers will provide.”<sup>68</sup> The Proposed Rules do not attempt to determine motor carriers’ prices, routes, or services—competitive forces will continue to dictate those aspects of the market.<sup>69</sup> Similarly, and third, the Proposed Rules do not regulate motor carriers’ “transportation of property” because they regulate warehouses’ emissions.

For parallel reasons, the Airline Deregulation Act, which bars states from enacting a law “related to a price, route, or service of an air carrier that may provide air transportation,”<sup>70</sup> also does not preempt the Proposed Rules.<sup>71</sup> The Proposed Rules are even more removed from the price, route, or service of an air carrier than a motor carrier.

Nor does the Federal Aviation Act (FAA) preempt the Proposed Rules. The FAA grants the federal government exclusive control over airspace management.<sup>72</sup> The FAA’s preemptive effect stems from the desire “to have a single, uniform system for regulating aviation safety.”<sup>73</sup> Accordingly, the FAA preempts local ordinances restricting flight times<sup>74</sup> and state law tort claims for an airline crew’s failure to warn passengers about the potential health effects of flying,<sup>75</sup> but it does not extend to other “areas without pervasive and relevant” aviation safety regulations.<sup>76</sup> The Proposed Rules do not purport to regulate—or even indirectly affect—aviation safety. Rather, the Proposed Rules require warehouse operators to choose among many

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<sup>66</sup> *People ex rel. Harris v. Pac Anchor Transportation, Inc.*, 59 Cal. 4th 772, 786 (2014).

<sup>67</sup> *Rowe v. New Hampshire Motor Transp. Ass’n*, 552 U.S. 364, 371 (2008) (quoting *Morales v. Trans World Airlines, Inc.*, 504 U.S. 374, 390 (1992); see *Californians For Safe & Competitive Dump Truck Transp. v. Mendonca*, 152 F.3d 1184, 1189 (9th Cir. 1998) (holding that a state law affecting prices, routes, or service by generally increasing motor carriers’ costs is not preempted); *California Dump Truck Owners Ass’n v. Nichols*, No. 2:11-CV-00384-MCE, 2012 WL 273162, at \*7 (E.D. Cal. Jan. 30, 2012) (same).

<sup>68</sup> *Dan’s City Used Cars, Inc. v. Pelkey*, 569 U.S. 251, 263 (2013) (quoting *Rowe*, 552 U.S. at 372).

<sup>69</sup> See *Mendonca*, 152 F.3d at 1189.

<sup>70</sup> 49 U.S.C. § 41713.

<sup>71</sup> *Dan’s City Used Cars*, 569 U.S. at 255-56 (noting that the FAAAA largely extends the Airline Deregulation Act’s preemption provision to motor carriers).

<sup>72</sup> 49 U.S.C. § 40103(a); *City of Burbank v. Lockheed Air Terminal Inc.*, 411 U.S. 624, 626-27 (1973).

<sup>73</sup> *Montalvo v. Spirit Airlines*, 508 F.3d 464, 471 (9th Cir. 2007).

<sup>74</sup> *City of Burbank*, 411 U.S. at 639-40.

<sup>75</sup> *Montalvo*, 508 F.3d at 472-73.

<sup>76</sup> *Martin ex rel. Heckman v. Midwest Exp. Holdings, Inc.*, 555 F.3d 806, 811 (9th Cir. 2009).



options to reduce emissions from their warehouse facilities. None of the options relate to aircraft or aviation in any way.

Finally, the Proposed Rules do not trigger the Energy Policy Conservation Act's (EPCA) preemption provision. EPCA preempts laws "related to fuel economy standards or average fuel economy standards for automobiles covered by an average fuel economy standard."<sup>77</sup> EPCA does not preempt the Proposed Rules because EPCA preemption only applies to fuel economy standards for "automobiles," which EPCA defines as light-duty vehicles,<sup>78</sup> and because the Proposed Rules neither set nor relate to fuel economy standards.

### **C. The Proposed Rules Do Not Include a Tax or Improper Regulatory Fee.**

As noted above, the Proposed Rules give warehouse operators the option of paying an in-lieu fee to cover compliance point shortfalls.<sup>79</sup> This in-lieu fee is not a tax under Proposition 26. As amended by Proposition 26, Article XIII C of the California Constitution bars local governments (including air districts) from imposing special taxes unless approved by a two-thirds vote of the electorate.<sup>80</sup> A tax is "any levy, charge, or exaction of any kind imposed by a local government," with seven enumerated exceptions.<sup>81</sup> Non-tax fees must also be of an amount "no more than necessary to cover the reasonable costs of the governmental activity," and be allocated so that they "bear a fair or reasonable relationship to the payor's burdens on, or benefits received from, the governmental activity."<sup>82</sup>

The Proposed Rules' in-lieu fee is not a tax because it is not "imposed" and it falls into the first two enumerated exceptions. The in-lieu fee is not "imposed" within the meaning of Article XIII C Section 1 because it is purely optional. Warehouse operators have numerous options to reduce their emissions or otherwise earn compliance points. If they elect not to take actions to reduce their emissions or environmental impacts, warehouse operators may comply by paying the in-lieu fee. A "hallmark" of a tax is that "it is compulsory."<sup>83</sup> The in-lieu fee is not compulsory, so it is not a tax.

The in-lieu fee also falls into two of Article XIII C Section 1's exemptions. Section 1(e)(1) exempts charges "imposed for a specific benefit conferred or privilege granted directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of conferring the benefit or granting the privilege."<sup>84</sup> Similarly, Section 1(e)(2) exempts charges "imposed for a specific government service or product provided

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<sup>77</sup> 49 U.S.C. § 32919.

<sup>78</sup> 49 U.S.C. § 32901.

<sup>79</sup> PR 2305(d)(5).

<sup>80</sup> Cal. Const. art. XIII C, § 2.

<sup>81</sup> Cal. Const. art. XIII C, § 1(e).

<sup>82</sup> *Id.*

<sup>83</sup> *California Chamber of Com. v. State Air Res. Bd.*, 10 Cal. App. 5th 604, 649 (2017).

<sup>84</sup> Cal. Const. art. XIII C, § 1(e)(1).

directly to the payor that is not provided to those not charged, and which does not exceed the reasonable costs to the local government of providing the service or product.”<sup>85</sup> The in-lieu fee is charged in exchange for the privilege to attract polluting mobile sources to a warehouse. “[T]here is no vested right to pollute in California,” so warehouse operators unwilling to earn points via emissions reduction must pay the in-lieu fee for the privilege to pollute.<sup>86</sup> Likewise, in-lieu fees paid under PR 2305 fund emissions reductions to offset emissions warehouse operators otherwise choose not to reduce, a valuable government service for those operators.

Further, the in-lieu fee is “no more than necessary to cover the reasonable costs of the governmental activity,” and is allocated to bear a reasonable relationship to the burdens on or benefits from the governmental activity.<sup>87</sup> These requirements in Prop 26 codified prior case law. Under that case law, these requirements are a “flexible assessment,” allowing for “a broad range of reasonableness in setting fees.”<sup>88</sup> “The record need only demonstrate a *reasonable* relationship, not an exact relationship, between the fees to be charged and the *estimated* cost of the program.”<sup>89</sup> Here, the in-lieu fee amount is reasonably tailored to warehouses’ emissions and the costs of reducing warehouses’ emissions. Warehouse operators that fail to earn sufficient points through emissions-reducing activities of their own may opt to pay an in-lieu fee proportional to their point deficit.<sup>90</sup> Fees collected would not be for revenue purposes unrelated to the Proposed Rules or to reducing warehouses’ emissions. Rather, in-lieu fees would fund purchase of zero- and near-zero-emission trucks and the purchase and installation of electric truck charging and hydrogen fueling infrastructure.<sup>91</sup> Projects would be funded based in part on their cost-effectiveness for reducing nitrogen oxide and fine particulate matter emissions.<sup>92</sup> Additionally, the fee amount proposed by SCAQMD—\$1,000 per point—was reasonably set based on the cost of other compliance options to discourage its overuse while keeping it as a viable compliance alternative.<sup>93</sup> SCAQMD estimates that the in-lieu fee would not be among the least expensive compliance paths, but it would present a reasonable option in certain circumstances.<sup>94</sup> Therefore, the in-lieu fee is well within the “broad range of reasonableness” of a proper regulatory fee.<sup>95</sup>

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<sup>85</sup> Cal. Const. art. XIII C, § 1(e)(2).

<sup>86</sup> *California Chamber*, 10 Cal. App. 5th at 645; *see also City of San Buenaventura v. United Water Conservation Dist.*, 3 Cal. 5th 1191, 1211 (2017).

<sup>87</sup> Cal. Const. art. XIII C, § 1(e).

<sup>88</sup> *California Bldg. Indus. Assn. v. San Joaquin Valley Air Pollution Control Dist.*, 178 Cal. App. 4th 120, 132, (2009) (“*SJVAPCD*”).

<sup>89</sup> *Id.* at 135 (emphasis in original).

<sup>90</sup> PR 2305(d)(5).

<sup>91</sup> Second Draft Staff Report at 39.

<sup>92</sup> *Id.*

<sup>93</sup> *Id.* at 203, 213-14.

<sup>94</sup> *Id.* at 77 Table 22.

<sup>95</sup> *See SJVAPCD*, 178 Cal. App. 4th at 132-34.

The Proposed Rules' in-lieu fee also reasonably allocates the fee burden among payors. Like the first part, this second prong is flexible—all that is required is “a reasonable basis in the record for the manner in which the fee is allocated among those responsible for paying it.”<sup>96</sup> The Proposed Rules apply to all operators of warehouses meeting certain minimum size requirements,<sup>97</sup> ensuring that the Proposed Rules target substantial emissions from warehousing. Warehouses' point obligations are based on truck visits, a metric that is a reasonable proxy for emissions in this circumstance,<sup>98</sup> and operators that do not meet their point obligation must pay an in-lieu fee to cover their remaining point obligation.<sup>99</sup> The Proposed Rules thus reasonably allocate the fee burden among warehouse operators that do not otherwise reduce their emissions.<sup>100</sup>

Finally, to the extent the SCAQMD Board has any concerns about the legality of PR 2305's in-lieu fee, it can simply eliminate the in-lieu fee as a compliance option.

#### IV. CONCLUSION

The AGO has thoroughly reviewed the Proposed Rules and the potential arguments that the Proposed Rules are unlawful. None of those arguments have merit. State law grants SCAQMD legal authority to promulgate the Proposed Rules, and no federal law preempts that authority. In addition, the Proposed Rules' in-lieu fee is not a tax under Proposition 26. The Proposed Rules therefore stand on solid legal foundation.

Sincerely,



ROBERT SWANSON  
Deputy Attorney General

For ROB BONTA  
Attorney General

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<sup>96</sup> *California Bldg. Indus. Ass'n v. State Water Res. Control Bd.*, 4 Cal. 5th 1032, 1052 (2018) (quoting *Equilon Enterprises LLC v. Bd. of Equalization*, 189 Cal. App. 4th 865, 870 (2010)).

<sup>97</sup> PR 2305(b).

<sup>98</sup> PR 2305(d)(1).

<sup>99</sup> PR 2305(d)(5).

<sup>100</sup> See *SJVAPCD*, 178 Cal. App. 4th at 134-35.



**SIERRA  
CLUB**

SAN GORGONIO

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Chair Benoit and Member of the Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765  
[cob@aqmd.gov](mailto:cob@aqmd.gov)

Re: Proposed Rule 2305 – Additional Evidence Supporting Feasibility of Rule

Dear Chair Benoit and Members of the Board:

Sierra Club San Gorgonio Chapter (Riverside and San Bernardino Counties) volunteers and staff have been actively involved in development of the Proposed Rule 2305 (Warehouse Rule). We have also initiated numerous CEQA challenges to warehouse developments in our region for well over ten years. These projects have all moved forward, incorporating many of the clean technologies that could generate WAIRE points under the Warehousing Rule.

Warehouse industry stakeholders have indicated that the clean technologies on the WAIRE Point system cannot be incorporated into

warehouses. The evidence submitted by EarthJustice in the World Logistics Center settlement agreement indicates that developers can and will continue to pursue warehouse development in the South Coast Air Basin while incorporating these clean technologies.

In just the past 5 years, Sierra Club San Geronio Chapter has reached additional settlements that include many of the same clean technologies and add Community Benefit funds. Ten settlements in these five years affect over 12 million square feet of warehouse development, requiring 700 kW of installed solar, future additional rooftop solar, solar ready construction, EV charging stations, infrastructure for future EV truck charging as well as clean technology forklift and yard equipment. Developers have also agreed to community benefit funds in excess of \$1.9 million. These settlements are all public record; I have attached examples and others can be provided upon request.

Additional costs have not stopped the logistics industry from building out and operating these large distribution warehouses. These mitigations have reduced the harm to our communities and should be required of all warehouses over 100,000 square feet.

We ask your agency to adopt Proposed Rule 2305 on May 7, 2021.

Sincerely,

Mary Ann Ruiz  
Sierra Club San Geronio Chapter Chair

## SETTLEMENT AGREEMENT AND RELEASE

This Settlement Agreement and Release ("Agreement") is entered into this \_\_\_\_ day of November 2015, by and among Sierra Club and Residents for a Livable Moreno Valley ("Petitioners") one the one hand and Prologis, L.P. ("Developer") on the other hand. Each of Petitioners and Developer is sometimes referred to herein as a "Party," and collectively as the "Parties."

WHEREAS, Developer has applied to the City for certain land use entitlements necessary to develop the Prologis Eucalyptus Industrial Park project (the "Project"), an approximately 1,529,498 square foot industrial park located adjacent to and south of SR-60, east of Moreno Valley Auto Mall, at Fir Avenue (Future Eucalyptus Avenue) and between Pettit Street and west of the Quincy Channel in the eastern part of the City of Moreno Valley; and

WHEREAS, the Project would develop 1,529,498 square feet of warehousing consisting of four buildings on 84.8 acres on the Project site;

WHEREAS, on January 27, 2015 and February 10, 2015 the City Council of the City of Moreno Valley ("City") approved the Developer's application for entitlements needed to develop and construct the Project, including, but not limited to, approval of Resolution No. 2015-04 certifying Final Environmental Impact Report P07-186 (SCH No. 2008021002); approval of Resolution No. 2015-05 approving General Plan Amendment PA07-0082; approval of Resolution No. 2015-06 approving Master Plot Plan Application PA07-0083 and other plot plan applications; approval of Resolution No. 2015-07 approving Tentative Parcel Map 35679 (PA07-0084); and approval of Ordinance No. 883 approving Zone Change PA07-0081;

WHEREAS, Petitioners filed a petition for writ of mandate challenging the project on or about February 23, 2015 (the "Lawsuit"); and

WHEREAS, the Parties have engaged in settlement negotiations, and have reached terms, as set forth herein, upon which to settle their disputes, and wish to avoid litigation and resolve their disputes concerning the Project on the terms set forth herein.

NOW, THEREFORE, the Parties hereby agree as follows:

A. Construction-Related Terms: All terms set forth herein shall be required of Developer and the Project, and shall be incorporated into the construction contract with the general contractor.

1. The construction contract with the general contractor for the Project shall require that all off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project site during the construction of the Project will meet a minimum

Tier 3 rating from Project start to January 1, 2016, and Tier 4 rating after January 1, 2016 as described herein. The general contractor shall certify that these requirements have been satisfied, and a copy of each unit's certified tier specifications, BACT documentation, and CARB or SCAQMD operating permit, and the contractor's certification shall be mailed and emailed monthly to Petitioners.

Project start to January 1, 2016: All off-road diesel-powered construction equipment greater than 25 horsepower shall meet Tier 3 off-road emission standards. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emission control devices used by the contractor shall achieve emission reductions that are no less than what would be achieved by a Level 3 diesel emission control strategy for a similarly sized engine as defined by CARB regulations.

Post January 1, 2016: All off-road diesel-powered construction equipment greater than 25 horsepower shall meet Tier 4 emission standards. Should Tier 4 equipment prove to be unavailable after reasonable inquiry, Tier 3 equipment may be used. In addition, all construction equipment shall be outfitted with Best Available Control Technology (BACT) devices certified by CARB. Any emission control devices used by the contractor shall achieve emission reductions that are no less than what would be achieved by a Level 3 diesel emission control strategy for a similarly sized engine as defined by CARB regulations.

2. Diesel-powered portable generators shall not be used at any time.
3. Prior to the start of grading, the construction contractor shall post legible, durable, weather-proof signs at the property's frontage which states: (i) Diesel trucks servicing the Project shall not idle for more than 5 minutes; and (ii) the name and telephone numbers of an authorized individual to be contacted to resolve dust and air quality complaints and the California Air Resources Board to report violations the Project. Proof of sign posting in the form of photographs shall be placed on file with the City of Moreno Valley. These signs shall remain posted on the property until grading is complete and shall be of a size easily readable from the street. All dust complaints shall be resolved in 24 hours.
4. Lunch vendor services shall be provided on-site during construction to minimize the need for off-site vehicle trips.

B. Operational/Design-Related Terms: All terms set forth herein shall be required of the Developer and required of the Project. Developer may assign the duties set forth herein to any end user and, in such an instance, Developer shall incorporate the below requirements as contract provisions into any contract for the sale, lease, and/or transfer of the property to any purchaser, assignee, tenant, owner, operator etc. of the Project.

1. If refrigerated trucks are to be used on the premises, the Developer shall install plug-ins sufficient to accommodate all refrigerated units.
2. Fork Lifts and Yard Trucks: Upon and following occupancy of the Project, no diesel-powered forklifts shall be permitted.

(i) All “yard goats,” yard trucks, and hostlers shall either be alternatively fueled or meet the below requirements for diesel. For purposes of this term, “alternatively fueled” means powered by natural gas, electricity, fuel cells, or other advanced technologies that do not rely on diesel fuel; or fuel efficient hybrid vehicle able to achieve at least 50 percent fuel economy compared to a conventional diesel vehicle of the same model year and configuration. Further, the above listed vehicles shall be upgraded to electric within one year of such vehicles being commercially available

(ii) Requirements for Diesel: No more than a total of four (4) diesel “yard goats,” yard trucks, and/or hostlers may be used within the entire project site and they must meet the highest emissions standards set by the California Air Resources Board (“CARB”): 2010 compliant for on-road vehicles or Tier 4 for off-road vehicles. All above diesel vehicles shall be upgraded once within one year of the CARB setting the subsequent emissions standard for these vehicles. Notification and proof of completion of the upgrade shall be provided Petitioners by mail and email. Further, the four (4) diesel vehicles shall be upgraded to electric within one year of such vehicles being commercially available.

3. Alternatively Fueled Vehicles:
  - a. To the extent not in conflict with code or other legal requirements (including any requirements of the Americans With Disabilities Act or other similar requirements), Developer shall designate a minimum of 30 parking spaces for alternatively fueled vehicles (including electric and hybrid vehicles) in locations closest in proximity to the Project buildings’ main and employee entries. These spaces shall be marked with permanent signs specifying that non-alternatively fueled vehicles will be towed at the owner’s expense.
  - b. Developer shall at a minimum install at least four (4) DC Quick Charge/ Fast Charge EVSE charging units and ten (10) Level 2 EVSE charging units onsite, with a minimum of one quick charge and two level 2 units per building with an additional two level 2 units for Building 2 due to its size, prior to the issuance of an occupancy permit. Project building plans shall include the location, type of EVSE, wiring schematics, and electrical calculations to verify the electrical system has sufficient capacity to charge simultaneously all the electric vehicles at all designated EV charging spaces at their full rated amperage. All EVSE charging stations shall be open to the public at no cost; or at a maximum, for the



cost of electricity. EVSE charging stations shall be designated with readily visible permanent signs on-site stating their availability for public use. On-site permanent signs shall also designate that vehicles improperly parked in EVSE charging parking spaces will be towed at the owner's expense and list a phone number for a designated towing company. Permanent signs at the Quick Charge/ Fast Charge stations shall also indicate a two-hour parking limit. A permanent, two-sided, sign promoting the availability of each charging station shall be placed along the street right-of-way, facing traffic, nearest the access driveway to each facility, so as to be visible to traveling motorist in each direction. Developer shall maintain all EVSE charging units in good working condition for a minimum of fifteen (15) years. Charging station parking spaces shall be in addition to the 30 parking spaces listed in B.3.a.

4. Developer shall conduct an annual review, to be conducted during periods of high utilization of the Project's buildings, for five years following the occupancy of the buildings to determine the level of use of alternatively fueled vehicles and the demand for designated spaces for such vehicles, beyond the spaces already designated. The annual review shall consist of a survey of vehicles parked in the Project's parking lots, to be performed once a year during a normal business day, between the hours of 10:00 a.m. and 11:00 a.m., or 2:00 p.m. and 4:00 p.m. To the extent necessary to meet demand as determined by such annual reviews, and to the extent not in conflict with code or other legal requirements, Developer shall convert spaces located closest to the Project buildings' main entries from general parking to alternatively fueled vehicle parking. Copies of the annual reviews shall be provided to the City and Petitioners via mail and email upon completion.
5. At least six percent of the total auto parking spaces for each building shall be capable of supporting installation, of future EVSE as defined in B.3.b., with service connections provided to those spaces and be labeled. Developer shall conduct an annual review, to be conducted during periods of high utilization of the Project's buildings, for five years following the occupancy of the buildings to determine the level of use of plug-in electrical vehicles, and the demand for plug-in-stations. The annual review shall consist of a survey of vehicles parked in each of the building's parking lots, to be performed once a year during a normal business day, between the hours of 10:00 a.m. and 11:00 a.m., or 2:00 p.m. and 4:00 p.m. If there are no more than a total of eight (8) electric vehicles observed in any parking lot, no additional EVSE need be added for that lot. Beyond the initial eight vehicles per lot, one Level 2 EVSE charging unit shall be installed for each additional two (2) electric vehicles observed in the parking lot, and one additional DC Quick Charge unit shall be installed for each six (6) new electric vehicles observed in each lot. Copies of the annual reviews and any additional EVSE installed shall be provided to the City and Petitioners via mail and email upon completion. Prior to final site plan approval, these parking spaces shall be

delineated on the Project site plan, which shall be provided to Petitioners via mail and email upon completion.

6. The Project shall provide preferential parking for carpools and vanpools for 5% of the total parking spaces. Locations and configurations of proposed preferential parking for carpools and vanpools are subject to review and approval by the City. On-site signs shall also designate that vehicles improperly parked in carpool/vanpool parking spaces will be towed at the owner's expense, and shall list a phone number for a designated towing company. Prior to final site plan approval, preferential parking for carpools and vanpools shall be delineated on the Project site plan, which shall be provided to Petitioners via mail and email upon completion.
7. All truck and trailer parking areas shall provide permanent large lettered, reflective, signs prohibiting idling for more than five minutes and to turn off headlights once docked. These signs shall be printed in both English and Spanish, readily visible from cabs and tractors at all such parking areas and entry points.
8. Developer shall provide detailed information to Project tenants regarding the U.S. Environmental Protection Agency's SmartWay program, and encourage Project tenants to begin implementing SmartWay programs.
9. Developer shall use only native or drought tolerant landscaping on the Project subject to City approval pursuant to City of Moreno Valley planning and zoning requirements. In addition, Developer shall plant London Plane or California Sycamore trees or similar trees in and/or around the Project's automobile parking areas sufficient to provide 50% shade cover within 10 years. Palm trees shall not be planted on the Project site.
10. Developer shall use concrete instead of asphalt in the parking lots. Concrete shall have an initial solar reflectance value of at least .30 as determined in accordance with American Society for Testing and Materials (ASTM) Standards E 1980 or E1918.
11. Renewable Energy:
  - a. Developer shall design and construct the roof of each building in excess of 25,000 square feet to accommodate maximally sized photovoltaic (PV) solar arrays taking into consideration limitations imposed by other rooftop equipment, building and fire code requirements, and other physical or legal limitations. Developer shall develop each Project building with the necessary electrical system and other infrastructure to accommodate maximally sized PV arrays in the future. The electrical system and infrastructure shall be clearly labeled with noticeable and permanent signage which informs future tenant/purchasers of the existence of this infrastructure. Prior to final site plan

approval, these improvements shall be delineated on the Project site plan and emailed and mailed to Petitioners.

- b. Developer shall install solar PV system(s) on the roof(s) of the building(s) to provide a total of at least 120 kW AC electrical power. The installation of the solar PV system shall be completed and fully operational prior to the issuance of an occupancy permit. Developer shall notify Petitioners of the completion of installation of the solar cells and provide Petitioners with proof of completion by mail and email. Developer shall be responsible for maintaining the solar PV systems at not less than 80% of rated power for 25 years.
  - c. Roof areas not covered by PV shall be constructed with materials with an initial installation Solar Reflective Index Value of not less than 39.
12. All hot water heaters installed by Developer shall be powered either through solar cells mounted on the roofs of the buildings or solar water heating.
  13. The Project buildings shall be designed and built to achieve LEED Silver Certification under the 2009 Core & Shell Standards set forth by the U.S. Green Building Council. The LEED AP on the project team shall certify compliance, and a LEED Certificate shall be issued for each building. The measures listed on Exhibit "A" shall be implemented by Developer in order to achieve LEED Silver Certification. Copies of the Project's LEED preliminary construction reviews and certifications shall be provided to Petitioners by mail and email.
  14. Yard maintenance/ landscaping crews shall utilize only electric or CARB equipment certified to the highest current standards in all areas covered by this agreement now and in the future.
  15. Developer shall design and construct the Project with the infrastructure necessary to support electrical charging stations for charging on-site electrical forklifts or similar on-site equipment that future tenants may use. The electrical charging stations shall be clearly labeled with permanent, durable, weatherproof signage. Developer shall provide any tenant or purchaser with detailed information about the availability of this infrastructure. Prior to final site plan approval, these improvements shall be delineated on the Project site plan and emailed and mailed to Petitioners.
  16. Developer shall design and construct the Project with the electrical infrastructure necessary to support trucks that run at least partially on electricity by installing the infrastructure needed for electric charging of trucks in all truck parking areas. At least 5 percent of the total truck/trailer parking spaces shall be capable of supporting installation of future electric truck charging. The locations of these electrical system and infrastructure shall be clearly labeled with noticeable and permanent, durable, weatherproof signage which informs future tenant/purchasers

of the existence of this infrastructure. These parking spaces shall be delineated on the Project site plan prior to final site plan approval. The site plan shall be provided to Petitioners via mail and email upon completion.

17. Developer shall encourage Project tenants to provide incentives to their employees who carpool.
18. Consistent with Moreno Valley Municipal Code Section 9.08.100, and the Mount Palomar Nighttime Lighting Requirements of the County of Riverside, all outdoor lighting associated with the Project shall be fully shielded and directed away from surrounding residentially zoned uses. Such lighting shall not exceed one-quarter foot-candle maximum maintained lighting measured from within five feet of any property line, and shall not blink, flash, oscillate or be of unusually high intensity or brightness. All lighting installations shall be designed and installed with full cutoff and be fully shielded to reduce glare and light trespass at all property lines from all on site light sources. The maximum wattage for nonresidential uses shall be two hundred fifty (250) watts or equivalent light intensity of high intensity discharge (HID) lighting. All outdoor lighting for the Project shall be low-pressure sodium lighting, or LED lamps of 3000K or less for yard lighting that will not exceed the wattage requested and with proper shielding as recommended by the International Dark-Sky Association to comply with the lighting requirements for the Palomar Observatory. A minimum of fifty percent of the lighting in vehicle and truck parking areas shall be shut down after 9 p.m. or within one hour of the final operating shift.
19. Developer shall require tenants to develop a trip reduction plan to achieve 1.5 average vehicle ridership (AVR) if the Project employs fewer than 250 stationary employees. Developer shall provide evidence of the development and implementation of this plan to Petitioners via mail and email within six months of building occupancy and annually for five (5) years.
20. Developer shall require the tenants to establish a Transportation Management Association (TMA). The TMA will coordinate with other TMAs within the City to encourage and coordinate carpooling among building occupants. The TMA will advertise its services to building occupants, and offer transit and/or other incentives to reduce greenhouse gas (GHG) emissions. A plan will be submitted by the TMA to the City, and to Petitioners via mail and email, within two months of project completion that outlines the measures implemented by the TMA, as well as contact information.
21. Additional High Energy Demand Improvements: Developer shall install additional solar cells if a "High Energy Consumption User" will occupy and/or utilize the Project. A "High Energy Consumption User" is a tenant or end user that anticipates using 25% or more of the total area of any of the buildings for refrigeration or other high energy demand equipment. If a High Energy

Consumption User occupies a building, additional solar PV cells shall be installed on the roof of the building to provide 20% additional-kW of AC electrical power, which represents a 20% increase over that required per building as outlined in Section B. 11.b. Developer shall provide Petitioners evidence of any additional solar PV installed for the Project, by mail and email for the five (5) years following building occupancy.

22. Developer shall acquire one alternatively fueled vehicle (either electric or plug-in hybrid at Developer's option), which it will offer to Project tenant for its business use, and which shall be used for a minimum of five years within the Inland Empire. In the event that the Project tenant does not need or want use of the alternatively fueled vehicle, Developer shall use the vehicle for business purposes solely within the Inland Empire and ideally Moreno Valley. Developer shall provide Petitioners with evidence of completion of this requirement via mail and email within six months of issuance of an occupancy permit.
23. All roof top equipment shall be completely screened/ shielded so as not to be visible from public view, up to a distance of 1,300 feet, including from SR 60 or any public street, and the screening shall appear to be an integral part of the building design in material, texture and color.
24. Developer shall install landscaping and a solid masonry wall with sufficient height along the north boundary of the property to provide visual screening of the property from SR-60 of the loading and work areas, as well as to aid in noise abatement.
25. There shall be no diesel powered generators allowed on the site.
26. A deed restriction shall be placed upon those parcels/lands comprising the 38 acres to allow only retail, office and Business Park uses (in structures of less than 50,000 square feet), subject to all requirements of this agreements. A project separation buffer zone of two hundred fifty feet (250') shall be installed along the southern and the eastern property lines. The entire buffer zone shall be improved with landscaping of sufficient density to screen the development on the 38 acre parcel from adjacent land uses, prior to occupancy of the first building in the 38 acre parcel. This area shall be maintained by the Developer. No portion of this buffer zone shall be utilized for operational activities such as parking, drive isles, or outside storage. In general this buffer zone should be maintained as passive open space for the benefit of the neighboring employees and residents. Portions of this buffer zone may be utilized for water quality basins. (This change would eliminate the need for the 250 foot buffers on the west and north property boundary adjacent to the industrial portion of the site.) This deed restriction shall be recorded upon all lands comprising the 38 acre parcel (currently shown as lots 5 and 6 of TTM 35679) prior to issuance of any building or grading permit for the Project and verification shall be sent to the Petitioners. Petitioners and their assigns shall not

formally challenge in any administrative or judicial forum any additional City entitlement processing that is necessary for Developer to implement a Retail, Office or Business Park designation/zone on the 38 acres.

a. The property comprising the 38 acres shall be developed in compliance with all requirements of this agreement, with the exception of the following provisions.

(i) Future buildings shall provide photovoltaic (PV) solar arrays at occupancy at not less than 0.08 kW AC solar system per 1,000 square feet of building area. The installation of the solar PV system shall be completed and fully operational prior to the issuance of an occupancy permit. Developer shall notify Petitioners of the completion of installation of the solar cells and provide Petitioners with proof of completion by mail and email. Developer shall be responsible for maintaining the solar PV systems at not less than 80% of rated power for 25 years.

(ii) At least one DC Quick Charge/ Fast Charge EVSE charging units and two (2) Level 2 EVSE charging units shall be installed per 100 required parking spaces, or rounded fraction thereof, for all building areas developed on the 38 acre parcel. Project building plans shall include the location, type of EVSE, wiring schematics, and electrical calculations to verify the electrical system has sufficient capacity to charge simultaneously all the electric vehicles at all designated EV charging spaces at their full rated amperage. All EVSE charging stations shall be open to the public at no cost; or at a maximum, for the cost of electricity. EVSE charging stations shall be designated with readily visible, permanent, signs on-site stating their availability for public use. On-site permanent signs shall also designate that vehicles improperly parked in EVSE charging parking spaces will be towed at the owner's expense and list a phone number for a designated towing company. Permanent signs at the Quick Charge/Fast Charge stations shall also indicate a two-hour parking limit. A permanent, two-sided, sign promoting the availability of each charging station shall be placed along the street right-of-way facing traffic, nearest the access driveway to each facility, so as to be visible to traveling motorist in each direction. Developer shall maintain all EVSE charging units in good working condition for a minimum of fifteen (15) years. Charging station parking spaces shall be in addition to the 30 parking spaces listed in B.3.a.

(iii) The following sections do not apply: B.3.b., B.11.b., B.12., B.13., B.22., B.24.

#### C. Other Terms

1. Within 3 days of the execution and delivery of this Agreement, Petitioners shall file a request for dismissal, with prejudice, of the Action, including all respondents and real parties, in its entirety.

2. Within 10 days of the Court's dismissal of the Action, with prejudice, Developer shall pay to Johnson & Sedlack, as counsel for Petitioners, the sum of \$125,000. Johnson & Sedlack shall provide Developer with its taxpayer identification number as a condition to the payment. Except for this payment, each Party shall bear its own costs of suit, including attorney's fees, incurred in the Action.
3. Within 30 days of dismissal of this Action, Developer shall contribute \$50,000 to the San Jacinto Basin Resource Conservation District to be used for the purchase of land or easements suitable for agriculture and/or raptor foraging. Proof of contribution shall be submitted to Petitioners within 30 days of payment.
4. Petitioners acknowledge that the Project is being challenged by two separate but related actions (*SoCal Environmental Justice Alliance v. City of Moreno Valley*, Riv. Sup Ct.-Case No. RIC 1502197 and *Laborers International Union of North America v. City of Moreno Valley*, Riv. Sup. Ct., Case No. RIC 1502347) ("Related Cases"). Petitioners expressly acknowledge and agree that should the Project be required to be re-processed by the City with new environmental documents, Petitioners shall not formally challenge the Project in any administrative or judicial forum, if and only if, a project of similar nature is proposed and all terms of this agreement are fully complied with.
5. Mutual General Releases.
  - a. Except as set forth in this Agreement, Petitioners (on behalf of themselves, their predecessors and successors) hereby release Developer and its respective owners, affiliates, members, officers, employees, agents, predecessors, successors, assigns, assignees, successors-in-interest, principals, partners, managers, representatives, attorneys, and all persons and entities acting by, thru, under or in concert with them, or any of them, from any and all claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action that Petitioners have or had, except as expressly reserved herein, arising out of, or connected to, directly or indirectly to the Project approval or the Lawsuit (including the existence, prosecution or defense thereof), whether known, unknown or suspected, and Petitioners hereby waive the provisions of Civil Code section 1542, which provides as follows:

**Section 1542. (General Release - Claims Extinguished.)**

**A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor.**

The release in this Section 5(a) is a separate consideration for the release contained in Section 5(b), and Petitioners would not have executed this Agreement nor agreed to this Section 5(a) but for the release contained in Section 5(b). Petitioners do not waive any claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action which do not arise out of the Project approvals or the Litigation.

- b. Except as set forth in this Agreement, Developer (on behalf of itself, its predecessors and successors) hereby releases Petitioners and their respective owners, affiliates, members, officers, employees, agents, attorneys, and all persons and entities acting by, thru, under or in concert with them, or any of them, from any and all claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action that Developer has or had, except as expressly reserved herein, arising out of, or connected to, directly or indirectly to the Project approval or the Lawsuit (including the existence, prosecution or defense thereof), whether known, unknown or suspected, and Developer hereby waives the provisions of Civil Code section 1542, which provides as follows:

**Section 1542. (General Release - Claims Extinguished.)**

**A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor.**

The release in this Section 5(b) is a separate consideration for the release contained in Section 5(a), and Developer would not have executed this Agreement nor agreed to this Section 5(b) but for the release contained in Section 5(a). Developers do not waive any claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action which do not arise out of the Project approvals or the Litigation.

- c. Each Party expressly waives and relinquishes all rights and benefits under that section and any law or legal principle of similar effect in any jurisdiction, with respect to the claims released hereunder.
  - d. Each of the Parties has executed this Agreement voluntarily, with full knowledge of its significance, and with the express intention of affecting the legal consequences provided by a waiver of California Civil Code Section 1542.
6. The Parties' sole and exclusive remedy for breach of this Agreement shall be an action for specific performance or injunction. In no event shall any Party be entitled to monetary damages for breach of this Agreement. In addition, no legal



action for specific performance or injunction shall be brought or maintained until: (a) the non-breaching Party provides written notice to the breaching Party which explains with particularity the nature of the claimed breach, and (b) within thirty (30) days after receipt of said notice, the breaching Party fails to cure the claimed breach or, in the case of a claimed breach which cannot be reasonably remedied within a thirty (30) day period, the breaching Party fails to commence to cure the claimed breach within such thirty (30) day period, and thereafter diligently complete the activities reasonably necessary to remedy the claimed breach.

7. This Agreement shall be deemed executed and delivered within the State of California; the rights and obligations of the Parties hereunder shall be governed, construed and enforced in accordance with the laws of the State of California. The venue for any dispute arising from or related to this Agreement, its performance, and its interpretation shall be the Superior Court of California, County of Riverside.
8. This Agreement is entered into in full compromise of disputed claims. It is fully acknowledged by all parties hereto that the execution of this Agreement and the payment of consideration and performance hereunder is not and shall not be construed in any way as any admission of liability or wrongdoing on the part of any of the parties hereto, and that all parties completely and expressly deny any liability and merely intend by their actions pursuant hereto to avoid prolonged and further litigation. This Agreement represents and contains the entire agreement and understanding among the parties hereto with respect to the subject matter of this Agreement and supersedes any and all prior written and oral agreements and understandings. This Agreement may be amended or modified only through a writing executed by all the Parties.
9. Developer may assign and delegate any or all of its obligations under this Agreement to any purchaser, assignee, tenant, end user, etc. of the Project, without consent of Petitioners. The obligations of Developer under this agreement shall be assigned via assignment contract and by incorporating the terms herein into contract provisions for the sale, lease, and/or transfer of the property to any purchaser, assignee, tenant, end user, etc. of the Project. Developer shall provide notice to Petitioners of assignment upon execution of any assignment contract. Any purchaser, assignee, tenant, end user, etc. thereby accepts, and shall be subject to, the obligations of this Agreement.
10. If any provision of this Agreement is held in whole or in part to be unenforceable for any reason, the remainder of that provision and of the entire Agreement will be severable and remain in effect.
11. Any notice or communication given or permitted to be given under this Agreement shall be deemed to have been given three (3) calendar days following deposit of

such notice or communication in the United States mail with first class postage prepaid, certified mail return receipt requested, and addressed as follows:

If to Developer:

c/o Prologis  
Ms. Christianne C. Chen  
Managing Director and Associate General Counsel  
Pier 1, Bay 1  
San Francisco, CA 94111

John A. Ramirez  
Rutan & Tucker, LLP  
611 Anton Blvd.  
Costa Mesa, CA 92626

If to Petitioners:

Sierra Club  
Moreno Valley Group  
P.O. Box 1325  
Moreno Valley, California 92556-1325  
movalleygroup@yahoo.com

Sierra Club Environmental Law Program  
85 Second Street  
San Francisco, California 94105  
Aaron.Isherwood@Sierraclub.org

Residents for a Livable Moreno Valley  
P.O. Box 6195  
Moreno Valley, California 92554


With a copy, which shall constitute notice, to:

Johnson & Sedlack  
Attorneys at Law  
26785 Camino Seco  
Temecula, California 92590  
Attn: Raymond W. Johnson, Esq.  
contact@socalceqa.com

12. This Agreement may be executed in any number of counterparts each of which shall be deemed an original and all of which shall constitute one and the same agreement, with the same effect as if all parties had signed the same signature page. Any signature page of this Agreement may be detached from any counterpart of this Agreement and reattached to any other counterpart of this Agreement identical in form hereto but having attached to it one or more additional signature pages.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date first set forth above.

DEVELOPER:

By:   
Name: Michael T. Blair  
Title: Managing Director and Assistant Secretary of  
Prologis, Inc., being the general partner of  
Prologis, L.P.

PETITIONERS:

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_


12. This Agreement may be executed in any number of counterparts each of which shall be deemed an original and all of which shall constitute one and the same agreement, with the same effect as if all parties had signed the same signature page. Any signature page of this Agreement may be detached from any counterpart of this Agreement and reattached to any other counterpart of this Agreement identical in form hereto but having attached to it one or more additional signature pages.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date first set forth above.

DEVELOPER:

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

PETITIONERS:

By:   
Name: Michael W. Millsbaugh  
Title: San Geronimo Chapter  
of the Sierra Club vice chair

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

12. This Agreement may be executed in any number of counterparts each of which shall be deemed an original and all of which shall constitute one and the same agreement, with the same effect as if all parties had signed the same signature page. Any signature page of this Agreement may be detached from any counterpart of this Agreement and reattached to any other counterpart of this Agreement identical in form hereto but having attached to it one or more additional signature pages.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date first set forth above.

DEVELOPER:

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

PETITIONERS:

By: Tom Thornsley  
Name: Tom Thornsley  
Title: Treasurer RFAMV

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Title: \_\_\_\_\_

**Exhibit "A"**  
**LEED Silver Certification Items that shall be Utilized**  
**(Based upon 2009 Core and Shell LEED standards)**

- **Alternative Transportation:**
  - **Bicycle Storage & Changing Rooms:** The project will provide secure bicycle lockers within 200 yards of the building entrances for 5% or more of all building users and shall provide shower facilities with water conserving shower heads and changing facilities in the building for 0.5% of full-time equivalent occupants. LEED CS-2009 Sustainable Sites Credit 4.2.
  - **Low Emission and Fuel Efficient Vehicles:** The project will provide preferred parking for low-emission and fuel efficient vehicles for >5% of the total vehicle parking capacity of the site, as set forth in Term B.3(a) of the Settlement Agreement. LEED CS-2009 Sustainable Sites Credit 4.3
  - **Parking Capacity:** The project will meet, but not exceed the number of parking stalls required by the local zoning requirements and shall provide preferred parking for carpools and vanpools for 5% of the total parking spaces as set forth in Term B.6 of the Settlement Agreement. LEED CS-2009 Sustainable Sites Credit 4.4.
- **Site Development:**
  - **Maximum Open Space:** As approved by the City, the project will provide vegetated open space within the project boundary in accordance with the local zoning's open space requirement.
- **Water Efficient Landscaping:**
  - The project will reduce potable water consumption for irrigation by 50% from a calculated mid-summer baseline case. LEED CS-2009 Water Efficiency Credit 1.
- **Storm Water Design:**
  - **Quality Control:** Developer will implement the City-approved Storm Water Pollution Prevention Program (SWPPP) compliant with LEED CS-2009 Credit Sustainable Sites Credit 6.1.
- **Water Use Reduction:**
  - The project will utilize water reduction usage measures, such as very low flow toilets. The Project will employ strategies that in aggregate use 30% less water than the water use baseline calculated for the Project buildings (not including irrigation). LEED CS-2009 Water Efficiency Credits 3 and Prerequisite 1.
- **Optimize Energy Performance:** The Project will demonstrate a percentage improvement in the proposed Project buildings' performance rating compared to the baseline Project buildings' performance rating. LEED CS-2009 Energy and Atmosphere Credit 1.

- **Enhanced Commissioning:** The project will verify the building's systems operate and perform as intended, compliant with LEED CS-2009 Credit Energy and Atmosphere Credit 3.
- **Construction Waste Management:** The project will recycle and/or salvage a minimum of 50% (by weight) of non-hazardous construction and demolition debris. LEED CS-2009 Materials and Resources Credit 2.
- **Recycled Content:** The project will use materials with recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least 10% (costbased) on the total value of the materials in the project. LEED CS-2009 Materials and Resources Credit 4.
- **Regional Materials:** The project will use building materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 20% (cost-based) of the total materials value. LEED CS-2009 Materials and Resources Credit 5.
- **Increased Ventilation:** The project will increase breathing zone outdoor air ventilation rates to all occupied spaces by at least 30% above the minimum rates required by ASHRAE Std. 62.1-2004. LEED CS-2009 Indoor Environmental Quality Credit 2.
- **Construction IAQ Management Plan:** The project will develop and implement an Indoor Air Quality (IAQ) Management Plan for the construction and pre-occupancy phases of the building. LEED CS-2009 Indoor Environmental Quality Credit 3.
- **Low Emitting Materials:** The project will utilize only those paints and coatings that comply with LEED CS-2009 Indoor Environmental Quality Credits 4.1, 4.2, and 4.3 of the LEED standards.
- **Innovation in Design:** The project will utilize locally-sourced concrete and interior fixtures providing a 40% water use savings. LEED CS-2009 Innovation in Design Credit 1.
- **LEED Accredited Professional:** At least one principal participant of the project team will be a LEED Accredited Professional (AP). LEED CS-2009 Credit Innovation in Design Credit 2.
- **Heat Island Effect-Nonroof:** Use hardscape materials with an SRI of at least 29.
- **Recycling of All Used Materials:** Recycling bins will be provided throughout the site for recycling during the operation of the building. Recycling of construction waste will be required to the greatest degree practicable. LEED CS-2009 Materials and Resources Prerequisite 1.
- **Low-flow Urinals:** Very low flow urinals will be used in the facility which will provide a 30% reduction in water use over typical low-flow urinals. LEED CS-2009 Water Efficiency Credit 3 and Water Efficiency Prerequisite 1.

- **Automatic turn on and off for lavatory faucets — reduce use from baseline 1/2 gal. per minute:** These products will be installed throughout the building. LEED CS-2009 Water Efficiency Prerequisite 1.
  - **Photo Sensors for Lighting:** Motion sensors will be installed in the office areas of the building to turn off all lighting (except security lighting) when these areas of the building are not occupied. At least 3% of the roof shall be comprised of roof-mounted skylights, which will provide substantial natural light in the warehouse areas. Sensors will be installed in the warehouse areas to automatically turn off artificial area lighting when ambient light is adequate. LEED CS-2009 Credit Indoor Environmental Quality Credit 8.1.
  - **Reduce carpet and flooring glue toxics by environmentally friendly carpet and nontoxic glue:** Only low VOC carpeting, paint and adhesives will be used throughout the building. LEED CS-2009 Indoor Environmental Quality Credits 4.1, 4.2, 4.3, and 4.4.
  - **50% of Construction Waste Salvaged or Recycled:** The project will salvage or recycle as much construction waste as is feasible, but in no case less than 50% by weight of such waste. The project may utilize recycled (crushed) concrete during construction for temporary access roads and for paving base where acceptable. The project is directing green waste from clearing operations during construction, to a location for mulching and may be re-used. LEED CS-2009 Materials and Resources Credit 2.
  - **Thermal Controls in Various Work Spaces:** The warehouse area is not heated or cooled, utilizing a controlled air exchange system to moderate interior temperatures. The office and commercial areas will be served by a number of 11 VAC zones each with its own controls. The units will be equipped with an automatic time switch with an accessible manual override that allows operation of the system during off-hours. LEED CS-2009 Indoor Environmental Quality Credit 7.
  - **Monitoring system that keeps track of all systems so that response can be quick if one of the systems does not function properly:** The Project will include a building systems monitoring program compliant with LEED CS-2009 Energy and Atmosphere Credits 5.1 Option 1 or 2.
  - **Independent Venting for Toxic Places:** The storage of toxic materials, as identified by the State of California, will be in accordance with all applicable building code requirements. Separate ventilation systems will be provided for storage areas for hazardous chemicals in order to minimize and control pollutants in the buildings. The Project will provide entryway systems to prevent the infiltration of dirt and particulates into the indoor environment. LEED CS-2009 Indoor Environmental Quality Prerequisite 1 and Credit 2.
- **The building occupant/owner must share whole-project energy and water usage data for at least five years with the US Green Building Council or Green Building Certification Institute.**



Developer will provide all documentation used to secure LEED Silver certification including any tenant operational documentation. Such documentation requirements will be addressed in the lease documents. Data to be shared using Option 1 under section 6 of the US Green Building Council LEED 2009 program for Core and Shell Development.

## SETTLEMENT AGREEMENT AND RELEASE

This SETTLEMENT AGREEMENT AND RELEASE (“Agreement”) is entered into as of 28 July 2020, 2020 (“Effective Date”), by and among the Sierra Club and GLC Fontana III LLC (“GLC Fontana” or “Goodman”), each hereinafter a “Party” and collectively “the Parties.”

A. On April 21, 2020, the City of Fontana (“City”) Planning Commission recommended approval of the Goodman Logistics Center Fontana III Project (“Project”) to the City Council, namely, the certification of a Final Environmental Impact Report and approval of a General Plan Amendment, Change of Zone, Specific Plan Amendment, Tentative Parcel Map, Design Review, and Development Agreement (collectively, the “Development Approvals”).

B. The City Council voted to approve the Project on June 23, 2020.

C. Sierra Club submitted written comments opposing the Project during the administrative review process.

D. A second reading of the Development Approvals is anticipated for July 14, 2020.

E. Sierra Club and GLC Fontana have now agreed to resolve and settle Sierra Club’s objections to the Project on the terms and conditions specifically set forth in this Agreement, including Appendix A attached hereto (“Appendix A”).

F. In order to implement the Community Benefit Fund as described in Appendix A, GLC Fontana shall enter into a Management Agreement with the Center for Community Action and Environmental Justice, a copy of which is attached hereto as Appendix B.

**NOW THEREFORE**, in consideration of the forgoing and for good and valuable consideration, the Parties hereby agree as follows:

1.0 GLC Fontana’s Obligations.

GLC Fontana’s obligations under this Agreement are set forth in full on Appendix A, which must be initialed and dated by both Parties in order to be effective.

2.0 Sierra Club’s Obligations.

2.1 Sierra Club agrees not to file any litigation challenging the Development Approvals, any current or future approvals necessary to construct the Project, including building or other site development permits, or to implement this Agreement, provided the Project is consistent with the terms set forth in Appendix A. Sierra Club further agrees not to file litigation challenging approvals for future minor modifications or iterations of the Project that would not be significant enough to trigger a supplemental Environmental Impact Report pursuant to CEQA and provided that such modified Project is consistent with the terms set forth in Appendix A. This Agreement is made by Sierra Club on behalf of its officers, directors, employees, principals, agents, servants, partners, representatives, predecessors, successors, parents, affiliates, affiliated parties, shareholders, executors, administrators, trustees, attorneys, insurers, and assigns. Sierra Club agrees not to authorize or fund litigation by any member including members in their individual capacity(ies) challenging the Development Approvals, the Project’s construction including any building or site development permits, or implementation of this Agreement

provided the Project is consistent with the terms of the Agreement. Should a member file a lawsuit in the name of the Sierra Club challenging the Development Approvals, the Project's construction including any building or site development permits, or implementation of this Agreement, GLC Fontana shall provide notice of said action to Sierra Club through counsel, and Sierra Club shall issue a letter repudiating the action.


### 3.0 Release.


3.1 *By Sierra Club:* With respect to the Project, and except for the rights, duties, and obligations set forth in this Agreement, Sierra Club for itself and for any of its officers, directors, employees, principals, agents, servants, partners, representatives, predecessors, successors, parents, affiliates, affiliated parties, shareholders, executors, administrators, trustees, heirs, spouses, attorneys, insurers, and assigns agree to forever release all claims they have at the time this Agreement is executed against GLC Fontana, and its related and/or affiliated entities within the Goodman Group (ASX:GMG) group of companies, including the Goodman North American Partnership LP group of companies, and/or such related or affiliated entities' respective past and present officers, directors, employees, agents, partners, members, managers, representatives, predecessors, successors, parents, subsidiaries, shareholders, executors, administrators, trustees, heirs, spouses, attorneys, insurers, and assigns, from any and all claims, damages, actions, judgments, obligations, attorneys' fees, indemnities, duties, demands, controversies, and liabilities of every nature at law or in equity, liquidated or unliquidated, arising out of the Development Approvals, including the Project's construction, provided that the Project is implemented consistent with the terms of this Agreement.

3.2 *By GLC Fontana:* With respect to the Project or Amended Project, and except for the rights, duties, and obligations set forth in this Agreement, GLC Fontana, for itself and its related and/or affiliated entities within the Goodman Group (ASX:GMG) group of companies, including the Goodman North American Partnership LP group of companies, and/or such related or affiliated entities' officers, directors, employees, agents, partners, members, managers, representatives, predecessors, successors, parents, subsidiaries, affiliates, affiliated parties, shareholders, executors, administrators, trustees, heirs, spouses, attorneys, insurers, and assigns, agree to forever release any and all claims it may have against the Sierra Club, as well as each of its past and present officers, directors, employees, agents, partners, members, representatives, predecessors, successors, parents, subsidiaries, affiliates, affiliated parties, subsidiaries, shareholders, executors, administrators, trustees, heirs, spouses, attorneys, insurers, assigns and related entities, from any and all claims, damages, actions, judgments, obligations, attorneys' fees, indemnities, duties, demands, controversies, and liabilities of every nature at law or in equity, liquidated or unliquidated, known or unknown, matured or unmatured, foreseeable or unforeseeable, or has arising out of any circumstance, thing or event alleged, related, or pertaining to the Project.

3.3 Wherefore, the Parties specifically waive their rights under California Civil Code section 1542. Section 1542 provides as follows:

“A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor.”

  
\_\_\_\_\_  
Sierra Club  
Initials

  
\_\_\_\_\_  
GLC FONTANA  
Initials

4.0 Remedies.

4.1 The Parties acknowledge and agree that specific performance and injunction are the only appropriate remedies for any breach of this Agreement, and under no circumstances shall monetary damages be allowed for any breach of this Agreement. In addition, no legal action for specific performance or injunction shall be brought or maintained until: (a) the non-breaching Party provides written notice to the breaching Party which explains with particularity the nature of the claimed breach; and (b) within thirty (30) days after receipt of said notice, the breaching Party fails to cure the claimed breach or, in the case of a claimed breach which cannot be reasonably remedied within a thirty (30) day period, the breaching Party fails to commence to cure the claimed breach within such thirty (30) day period, and thereafter diligently complete the activities necessary to remedy the claimed breach. The Parties agree and stipulate that either Party may file a motion pursuant to Cal. Code Civ. Proc. § 664.6 to enforce the terms of this Agreement.

4.2 GLC Fontana’s release of claims set forth in Subsection 3.2, above, shall be null and void upon any breach(es) or default(s) by Sierra Club of any of its uncured obligations contained in Subsections 2.1 and 2.2, above, including future litigation challenging the current or future approvals of the Project, subject to the terms of this Agreement.

5.0 Miscellaneous Provisions.

5.1 Compromise of Disputed Claims. This Agreement is a compromise of disputed claims and shall never at any time or for any purpose be considered an admission of any liability or responsibility on the part of any Party; nor shall the furnishing of any consideration for the execution of this Agreement constitute or be construed as an admission of any liability whatsoever by either Party.

5.2 Integration. The undersigned, and each of them, acknowledge and represent that no promise or inducement not expressed in this Agreement has been made in connection with this Agreement. This Agreement contains the entire agreement and understanding between the Parties as to the subject matter of this Agreement and is intended to be and is a final integration thereof. There are no representations, warranties, agreements, arrangements, undertakings, oral or written, between or among the Parties hereto relating to the terms and conditions of this Agreement that are not fully expressed herein.

5.3 Waiver and Amendment. No provision of this Agreement, or breach of any provision, can be waived except in writing. Waiver of any provision or breach shall not be

deemed to be a waiver of any other provision, or of any subsequent breach of the same or other provision. This Agreement may be amended, modified or rescinded only in writing signed by all Parties to this Agreement.

5.4 Time of the Essence. Time is expressly declared to be of the essence in this Agreement, and of every provision in which time is an element, if any.

5.5 Captions. Paragraph titles and captions contained in this Agreement are inserted as a matter of convenience and for reference, and are not a substantive part of this Agreement.

5.6 Interpretation and Intent. This Agreement is the result of arms-length negotiations by the Parties, each of whom had their own counsel. Accordingly, all Parties hereto acknowledge and agree that this Agreement shall not be deemed prepared or drafted by one party or another, or the attorneys for one party or another. No provision of this Agreement shall be interpreted against any Party because that Party, or their legal representative, may have drafted that provision.

5.7 Additional Documents. The Parties each agree to sign any additional documents which are reasonably necessary to carry out the purpose and intent of this Agreement.

5.8 Benefit and Burden. The Parties agree that this Agreement is freely assignable and that this Agreement shall be binding upon and inure to the benefit of the Parties and their heirs, executors, administrators, trustors, trustees, beneficiaries, predecessors, successors, assigns, partners, partnerships, parent companies, subsidiaries, affiliated and related entities, officers, directors, principals, agents, servants, employees, and representatives.

5.9 GLC Fontana As Applicant. The Parties understand and agree that although GLC Fontana was the applicant of the Project, an affiliate or successor-in-interest to GLC Fontana may develop and/or build the actual Project. The obligations set forth in Appendix A will be carried out by whichever entity actually develops the Project, and only if the Project is actually built.

5.10 Governing Law. This Agreement has been executed in the State of California, and shall be interpreted and enforced under California law. Venue for any action related to this Agreement shall be in San Bernardino County.

5.11 No Assignment. Each Party represents and warrants that it has not assigned or transferred any claims released herein, and that it is the sole owner of that claim.

5.12 Signatures. This Agreement may be signed in counterparts. Signatures transmitted by facsimile or email shall be deemed to be originals.

5.13 Warranty of Authority. Each of the signatories hereto represents and warrants that he or she is competent and authorized to enter into this Agreement on behalf of the Party for whom he or she purports to sign.

5.14 Representation by Counsel. The undersigned and each of them acknowledge and represent that they are affecting this compromise and settlement and are

executing this Agreement after having received full legal advice as to their rights from an attorney of their choice.

5.15 Agreement Voluntarily. The undersigned and each of them acknowledge and represent that they have read this Agreement in its entirety, understand all of its terms and provisions, and sign this Agreement voluntarily and of their own free will, knowing that it is a legally binding document and with the intent to be bound hereby.

5.16 No Reliance on Other Party. The undersigned and each of them acknowledge and represent that they are effecting this compromise and settlement and are executing this Agreement (i) after they and their respective legal counsel had the opportunity to and did conduct an independent investigation of the relevant facts; and (ii) without relying on representation made by the other Party or the other Party's attorney.

5.17 Severability. Even if a court holds one or more parts of this Agreement ineffective, invalid, or void, all remaining provisions shall remain valid.

5.18 Reservation of Rights. The other terms and provisions of this Agreement notwithstanding, the Parties affirm that nothing in this Agreement in any way affects: (i) Sierra Club's rights, claims, or defenses in any past, present, or future lawsuit or dispute against the City related to any project other than the Project and the Amended Project; or (ii) Sierra Club's rights, claims, or defenses in any lawsuit or other dispute in which Sierra Club alleges a violation of CEQA by the City with regard to any "activity" under CEQA other than the Project and the Amended Project if implemented consistent with Appendix A.

5.19 No Precedent: The Parties further agree that nothing in this Agreement shall be considered to have precedential value with regard to any development projects in San Bernardino and/or Riverside Counties that may be proposed in the future by GLC Fontana and/or its related and/or affiliated entities, or terms that may be accepted by Sierra Club in other settlement contexts regarding other similar development projects.

5.20 Notices. All notices given pursuant to this Agreement or law shall be written. Notices shall be delivered with all delivery or postal charges prepaid. Notices may be given personally; by facsimile; by United States first-class mail; by United States certified or registered mail; or by other recognized overnight service.

Notices shall be deemed received on the date of personal delivery or facsimile transmission; on the date shown on a signed return receipt or acknowledgment of delivery; or, if delivery is refused or notice is sent by regular mail, seventy-two (72) hours after deposit. Until a Party gives notice of a change, notices shall be sent to:

[CONTINUED ON NEXT PAGE]

FOR SIERRA CLUB: Sierra Club  
Mary Ann Ruiz  
Sierra Club San Gorgonio Chapter Chair

WITH A COPY TO: Abigail Smith, Esq.  
Law Office of Abigail Smith  
2305 Historic Decatur Road  
Suite 100  
San Diego, CA 92106  
Attorney for Sierra Club

FOR GLC FONTANA: GLC Fontana III LLC  
Ward Mace, Vice-President Entitlements and  
Construction, Southwest Region  
18201 Von Karman Avenue, Suite 1170  
Irvine, California 92786

WITH A COPY TO: GLC Fontana III LLC  
Alan Cockburn, Corporate Development Specialist  
18201 Von Karman Avenue, Suite 1170  
Irvine, California 92786

AND A COPY TO: Sean Matsler, Esq.  
Cox, Castle & Nicholson  
3121 Michelson Drive  
Suite 200  
Irvine, CA 92612

Attorney for GLC Fontana

IN WITNESS THEREOF, the undersigned have executed this Agreement as follows:

SIERRA CLUB

Dated: 7/23/2020

By: *Mary Ann Ruiz*

Its: Chair, Sierra Club San Gorgonio Chapter

GLC FONTANA III LLC

Dated: 28 July 2020

By: *A Cockburn*  
DocuSigned by: C632C1C84A1D41B...

Its: Vice President

APPENDIX A  
(GLC Fontana Obligations)

**Construction Terms**

1. **Tier 4 Construction Equipment.** The construction contract with the general contractor for the Project shall require that all off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project site during the construction of the Project will meet a minimum Tier 4 rating. The general contractor shall certify that these requirements have been satisfied, and a copy of each unit's certified tier specifications, BACT documentation, and CARB or SCAQMD operating permit, and the contractor's certification shall be mailed monthly to Petitioner via Petitioner's counsel. If after a diligent search, Tier 4 equipment proves to be unavailable for the entirety of the construction fleet, Tier 3 equipment may be utilized for only those portions of the fleet where Tier 4 is not available. In cases of any equipment where Tier 4 equipment is reasonably available, Tier 4 shall be utilized. Contractor shall provide proof of compliance with this provision upon request by Sierra Club.
2. **Construction Generators.** Diesel-powered portable generators shall not be used at any time during construction.
3. **Construction Truck Idling.** Prior to the start of grading, the construction contractor shall post legible, durable, weather-proof signs at the property's frontage as well as within the active construction site areas which state, in English and Spanish, that: (i) diesel trucks servicing the Project shall not idle for more than 3 minutes; and (ii) the name and telephone numbers of an authorized individual to be contacted to resolve dust and air quality complaints and contact information for the California Air Resources Board to report violations the Project. Proof of sign posting in the form of photographs shall be placed on file with the City. These signs shall remain posted on the property until construction is complete and shall be of a size easily readable from the street and active construction areas.
4. **2010 Construction Trucks.** All haul trucks used during construction shall utilize model year 2010 or newer engines. Construction contracts shall specify that only 2010 model year or newer engines are permitted. Contractors shall keep logs of all construction vehicles subject to this provision. Logs shall be subject to inspection by the City.
5. **Construction Fleet.** Developer shall encourage construction contractors to apply for South Coast AQMD "SOON" funds. The "SOON" program provides funds to applicable fleets for the purchase of commercially-available low-emission heavy-duty engines to achieve near-term reduction of NOx emissions from in-use off-road vehicles.
6. **Construction Hours.** Construction activities shall comply with the City of Fontana Municipal Code, Chapter 18, Art. II, Sec. 18-63 (7).



7. **Construction Recycling.** The Project shall recycle a minimum of 75% of “construction waste materials” as that term is defined by CalGreen.

### **Design and Operational Terms**

1. **Roof Material.** Any building roof areas not covered by solar panels shall be constructed with materials with an initial installation Solar Reflective Index Value of not less than .29. This material shall the minimum solar reflective rating of the roof material for the life of the Project.
2. **LEED Design.** All buildings shall be designed to most current USGBC LEED standards. A LEED accredited professional shall issue a letter verifying the Project’s compliance with the most current LEED standards. A copy of that letter shall be furnished to Petitioner’s counsel within three months of the issuance of the first certificate of occupancy.
3. **Concrete Parking Areas.** Developer shall use concrete instead of asphalt in all Project parking lots. Concrete shall have an initial solar reflectance value of at least .29 as determined in accordance with American Society for Testing and Materials (ASTM) Standards E 1980 or E1918.
4. **Skylights.** Developer shall incorporate sky lights in worker areas interior to the Project buildings, and Developer shall use best efforts to design and construct the Project buildings in a manner to make optimal use of natural daylight in worker areas in interior spaces.
5. **Gas Appliances.** Developer shall explore having an all-electric design, meaning that all appliances, including but not limited to space and water heating and cooking, will utilize electricity and that the building will not contain any connection to So Cal Gas’ natural gas distribution system. Developer shall explore powering hot water heaters either through solar cells mounted on the roofs of the building or solar water heating. Additionally, Developer shall install or require installation of energy star certified appliances of the highest ratings in all Project buildings.
6. **Lighting.** No outdoor light poles shall exceed 25-feet on the Project site. No outdoor light poles shall exceed 20 feet on the southern elevation (adjacent to Juruapa Avenue) and northern elevation (adjacent to the future park). Only low-emitting sodium or LED light bulbs shall be permitted on outdoor light poles. In addition, any security or wall mounted lights on the Project’s southern and northern elevations shall be directed downwards to avoid light spillage.
7. **Perimeter Walls.**
  - a. A minimum 14-foot concrete wall shall be installed on the Project’s boundaries with the church and the single-family residence on the southwest corner of the Project site.

- b. A tubular steel fence with landscaping shall be installed on the Project's northern boundary adjacent to the potential future park, as directed by the City. Landscaping along the tubular fence shall include 15-gallon Brisbane Box trees spaced approximately 20-feet apart to provide shielding of the potential future park and the Project facility. Brisbane Box trees are a drought resistant species that, when fully mature, measure approximately 10'-30' in width and 30'-50' in height.
8. **Screening of Rooftop Equipment.** All roof top equipment shall be completely screened/shielded so as not to be visible from adjacent properties, including the church property, the future potential park to the north, and the adjacent streets, and the screening shall appear to be an integral part of the building design in material, texture and color.
9. **Outdoor Public Address System.** The use of an outdoor PA system shall be prohibited between the hours of 7 p.m. and 7 a.m., unless necessary for emergency purposes.
10. **Lighting Standards.** All lights on light poles on the Project's southern elevation shall be dimmed by at least 50% after 9 p.m. unless prohibited by the City or in case of emergency.

## 11. Landscaping.

- a. Trees shall be planted between the east-facing automobile parking stalls along the east side of Buildings 3, 4, and 5 and the eastern Project site boundary along Juniper Avenue—to shade parking areas as well as mitigate light and diesel pollution. Trees and any shrubs shall be planted sufficiently close to screen the Project and to shade in parking areas.
- b. Trees planted in the landscaping area between the east-facing automobile parking stalls along the east side of Buildings 3, 4, and 5 and the eastern Project site boundary along Juniper Avenue shall be 24-inch box trees, and, if feasible based on available space, said trees shall be planted in two rows, in staggered manner, so that trees appear in alternating spaces between the two rows. If it is not feasible to plant two rows of trees because of space limitations, trees planted shall be spaced no further than 20 feet apart so that trees provide shielding of the Project building (*i.e.*, there are not gaps between trees) consistent with current landscape plans indicating no “gaps” between these trees. Trees planted closer than 20' will not thrive due to root competition and lack of sun, water and nutrients. While current landscape plans indicate that Chitalpa Trees shall be planted on site, Developer shall select and plant a different species of tree that does not shed its leaves and can provide shade and shielding of Project buildings as intended by this agreement. Developer shall explore American or Peruvian pepper tree in place of Chitalpa trees.
- c. Along the Project's southern boundary adjacent to Jurupa Avenue, Developer shall provide enhanced landscaping over existing landscape plans in the 45-foot

area between the Project building and the Project wall to include 24-inch box trees in two staggered rows along the entire length of the 45-foot landscaping area, in addition to the "Street Trees" (Chinese Elm) currently indicated on Project landscape plans. While current landscape plans indicate that Chitalpa Trees shall be planted on site, Developer shall select a different species of tree that does not shed its leaves and can provide shade and shielding of Project buildings as intended by this agreement.

- d. If requested in writing by Rev. Albert Utzig of St Mary's Catholic Church, the Project shall include enhanced landscaping over existing landscape plans to include the planting of additional 24-inch box trees in two staggered rows in the southwest corner of the Project site in the area formerly considered for fire access. Italian Cypress trees shall be planted in areas immediately adjacent to the new block wall along the Project boundaries with the church property.
- e. Brisbane Box trees shall be planted the entire length of the Project northern boundary along the planned tubular fence. Said trees shall be planted approximately 20 feet apart to enable shielding of the facility from the potential future park.
- f. All trees planted immediately adjacent to all Project buildings shall be spaced no further than 20 feet apart (indicated on current landscape plans as Brisbane box).
- g. All trees planted in automobile parking areas shall be 24-inch box trees. A species other than Chitalpa shall be selected that is able to provide year round shade in parking areas.
- h. All trees planted at the Project site shall be planted in boxes of sufficient size and in a manner to allow trees to develop roots and shall be maintained including providing proper irrigation to enable growth. The intent of these requirements is to provide the maximum feasible mature landscaping at Project opening, and to maintain the landscaping throughout the life of the Project including during any period of vacancies of any Project buildings.
- i. At a minimum, two different species of trees shall be planted at the Project site.
- j. Developer shall utilize California native, drought-tolerant species, and, to the extent feasible, species with low biogenic emissions.
- k. No palm trees shall be planted at the site except at no more than three prominent corners. The number of palm trees planted at prominent corners shall be limited to those needed for ornamentation purposes only. These limited number of palm trees shall not replace the requirements for 24-inch box trees in other areas.
- l. Trees shall be planted in all parking areas to provide 50% shade cover of parking areas within 15 years.

- m. All Project landscaping shall be maintained consistent with the approved landscape plan for the life of the Project unless superseded by state regulations. All landscaping areas shall be properly irrigated to allow for plants and trees to maintain growth.
- n. Landscaping plantings shall be maintained at their full height and mature growth, without undue trimming or pruning for the life of the Project unless superseded by state regulations.
- o. All sick or dead trees, bushes, and other landscape plantings shall be promptly replaced with equivalent, mature species.

## **12. Truck Idling and Signage.**

- a. Truck idling shall be limited to no more than three minutes (total) at the Project site. Idling restriction shall include idling of TRU's and APUs.
- b. All truck and trailer parking areas shall provide permanent, large lettered, reflective, signs in English and Spanish, which are readily visible from truck cabs stating that (i) truck idling is limited to a period of three minutes total while at the Project site; (ii) trucks must turn off headlights once docked; (iii) idling of Auxiliary Power Units (APUs) for more than three total minutes is prohibited while at the Project site; (iv) trucks with TRUs are required to plug-in. These signs shall be printed in both English and Spanish, be readily visible from truck cabs and posted at prominent locations in all parking areas. Signs shall not be blocked or obscured by trucks parked on site. Signs shall be placed near truck docks and on all interior walls that are visible from truck docks including approximately every 40-feet along the boundary walls in truck parking areas, and signs shall be visible from truck cabs. All signs shall remain posted and be maintained for the life of the Project.

**13. Preferential Parking.** The Project shall provide preferential parking for carpools and vanpools for at least 5% of the total Municipal Code-required parking spaces. On-site signs shall state that parking stalls are designated for carpool/vanpools, designate that vehicles improperly parked in carpool/vanpool parking spaces will be towed at the owner's expense, and list a current phone number for a designated towing company. Prior to final site plan approval, preferential parking for carpools and vanpools shall be delineated on the Project site plan.

**14. Bike Parking.** Developer shall provide covered bike lockers/enclosures at prominent locations closest to building entrances for at least 5% of the Municipal Code-required vehicle parking spaces being provided. Motorcycle parking shall be provided near Project entrances.

**15. EV Parking Spaces.** Developer shall designate preferential automobile parking spaces for alternatively fueled vehicles (including electric and hybrid vehicles) for at least 6%

of the total Municipal Code-required parking spaces in locations closest in proximity to the Project's buildings main and employee entries. These spaces shall be marked with permanent signs specifying that spaces are reserved for clean air/EV vehicles and that any non-alternatively fueled vehicles will be towed at the owner's expense. A current telephone number of the towing company shall be displayed.

16. **EV Charging Stations.** In addition to the required number of EV charging parking spaces as well as required infrastructure for EV charging (per Code), the Developer shall install at the Project facility a minimum of six (6) Level 2 Electric Vehicle (EV) charging stations with two charging ports per unit prior to the issuance of an occupancy permit. The EV charging stations shall be spread out throughout the site so that each parking area/each tenant building/portion of a building have at least two EV charging units. Project building plans shall include the location, type of EV, wiring schematics, and electrical calculations to verify the electrical system has sufficient capacity to charge simultaneously all the electric vehicles at all designated EV charging spaces at their full rated amperage. Unless and until better technology is developed that would provide more advanced charging capabilities for EV vehicles, Developer agrees to maintain all EV charging units in good working condition for a minimum of fifteen (15) years including, as needed, replacement or repair of any original units with new units that include two charging ports per unit. Charging station parking spaces shall be in addition to the carpool/vanpool parking spaces listed above.
17. **EV Signage.** On-site permanent signs shall also designate that vehicles improperly parked in EV charging parking spaces will be towed at the owner's expense and list a phone number for a designated towing company.
18. **EV Chargers Annual Review.** Developer shall conduct an annual review to be conducted during periods of high utilization of the Project, for five years following the occupancy of the buildings to determine the level of use of plug-in electrical vehicles and the demand for plug-in-stations. The annual review shall consist of a survey of vehicles parked in EV charging stations to be performed during a normal business day, between the hours of 10:00 a.m. and 11:00 a.m., or 2:00 p.m. and 4:00 p.m. If 80% of the EV charging stations are found to be in use during this annual review, Developer shall install one additional Level 2 EVSE charging unit prior to the next annual review.
19. **Truck Routes.** Developer shall make all reasonable efforts to ensure that Project trucks are limited to the following existing City-designated truck routes: Slover Avenue, Santa Ana Avenue (west of Juniper Avenue), Jurupa Avenue, Cherry Avenue, Beech Avenue, Citrus Avenue, and Sierra Avenue. Developer shall make all reasonable efforts to ensure that Project trucks shall not utilize Juniper Avenue north of Santa Ana Avenue, and shall not utilize Cypress Avenue north of Santa Ana Avenue.
20. **Truck Route Signage.**
  - a. At the time of Project construction, Developer shall install and maintain for the life of the Project, permanent, prominent, large-lettered, weather resistant reflective signage at all Project exits stating, in English and Spanish, that trucks

shall use only the following City-designated truck routes: Slover Avenue, Santa Ana Avenue (west of Juniper Avenue), Jurupa Avenue, Cherry Avenue, Beech Avenue, Citrus Avenue (north of Jurupa) , and Sierra Avenue. Signs shall also include directional arrows (a.k.a “trailblazer” signage) to these truck routes. Signs shall be replaced as necessary when worn or damaged.

- b. At the time of Project construction, Developer shall seek City approval to install, and shall install, if approved by the City, in prominent, appropriate locations, that are readily visible from truck cabs, a “no trucks” sign at the following intersections: Santa Ana and Oleander; Santa Ana and Cypress; Santa Ana and Juniper. The sign shall indicate that trucks are prohibited from turning north onto Oleander, Cypress and Juniper from Santa Ana Avenue. These signs shall be maintained for the life of the Project, unless required to be removed by the City.

## **21. Truck Parking.**

- a. Developer shall make all reasonable efforts to ensure that Project trucks shall not idle or park, including any overnight parking, on Jurupa Avenue, Santa Ana Avenue, or any residential streets including Cypress Avenue and Juniper Avenue.
- b. At the time of Project construction, Developer shall seek City approval to install, and shall install signage on the Project boundary, if approved by the City, in prominent locations which are visible from truck cabs stating that truck parking, including overnight parking, or idling on Jurupa Avenue, Santa Ana Avenue, Cypress Avenue, Juniper Avenue and any residential areas is strictly prohibited.

**22. Truck Routes and Parking/Tenant Leases.** Leases with tenants shall state that tenants shall not permit any parking by its employees, agents, subtenants, customers, invitees, concessionaires or visitors on the streets surrounding the Project site, including overnight truck parking, in violation of any ordinances or postings by any public authorities having jurisdiction. Leases with tenants shall also state they agree to cooperate with Developer and the City with respect to enforcing truck route and parking restrictions including those herein, and shall cooperate with the public in answering and addressing complaints regarding violations of these restrictions. The above restrictions shall be written into all tenant contracts, and tenant contracts shall state that violation of said restrictions shall be grounds for termination of operator contracts subject to the terms of that contract.

## **23. Truck Dock Electricity.**

- a. Conduit for the installation of Transport Refrigeration Units (TRUs) electrical plug-in hookups shall be installed at all loading dock spaces at the time of building construction.

- b. Developer shall install electrical plug-in hookups at all truck loading docks for any building that will provide or utilize cold storage which shall allow for plug-in of Transport Refrigeration Units (TRUs).
- c. Any trucks with TRUs shall utilize electric plug-ins at loading dock areas.
- d. Any trucks with diesel TRUs shall not be permitted to idle at the Project site for a period of longer than 3 minutes (total).

#### **24. APU Electricity.**

- a. Trucks with diesel Auxiliary Power Units (APU's) shall not be permitted to idle its diesel APU for a period of longer than 3 minutes (total) while at the Project site.
- b. Developer shall install, at the time of building construction, appropriate infrastructure, in sufficient quantity, to allow for the charging of electric APU's.

#### **25. Electrified and Non-diesel Equipment.**

- a. Upon and following occupancy of the Project by any tenant, all on-site forklifts shall be electric powered or powered by other clean energy sources. No on-site forklifts shall be powered by diesel.
- b. All yard trucks, yard hostlers, yard goats and/or pallet jacks shall be electric, natural gas, hydrogen or battery powered. No on-site cargo equipment shall be powered by diesel.
- c. When commercially available in the southern California market, Developer and tenants shall cease utilizing any natural gas powered service equipment (e.g., yard trucks, hostlers, yard goats and/or pallet jacks) and shall utilize only electric powered or clean energy equipment such as fuel cell technology.
- d. Developer shall require the use of electric sweepers with HEPA filters during Project operation when commercially available in the southern California market.
- e. Developer require that yard maintenance/landscaping crews shall utilize only electric or CARB equipment certified to the highest current standards in all areas covered by this agreement now and in the future for the life of the Project. Developer agrees to contract only with a yard maintenance crew which is capable of meeting this requirement, and yard maintenance contracts shall specify this requirement for the life of the Project.
- f. With the exception of the emergency equipment, there shall be no diesel-powered generators allowed on the site.

## 26. EV Infrastructure.

- a. Developer shall design and construct the Project with the infrastructure necessary to support electrical charging stations for charging all on-site electric forklifts and any future on-site electric equipment including yard goats that future tenants may use. The electrical charging stations shall be clearly labeled with permanent, durable, weatherproof signage. Developer shall provide any tenant or purchaser with detailed information about the availability of this infrastructure.
- b. Developer agrees to install appropriate infrastructure to support the charging of electric trucks (*e.g.*, light, medium, heavy duty trucks) at the time electric trucks are used in tenant fleets that service the Project site.

27. **EV Vehicle Purchase.** Developer shall acquire or lease one or more alternative-fuel vehicle(s) (either electric, hybrid, or plug-in hybrid) for use by the Project tenant for business use for a period of five years. In the event that the Project tenant does not need or want use of the alternatively fueled vehicle, Goodman shall use the vehicle for business purposes within the Inland Empire for a period of five years. Goodman shall provide Petitioner with evidence of purchase or lease of the vehicle via e-mail to counsel within six months of the issuance of the Project's first occupancy permit.

## 28. Solar Power.

- a. Solar Capability. Developer shall construct all Project buildings to accommodate a maximally sized solar array in the future.
- b. Solar Power. Developer shall install solar PV system(s) on the roof(s) of the building(s) and/or in Project parking areas to provide at least 100KW AC electrical power.
- c. The installation of the solar PV system shall be completed and fully operational prior to the issuance of an occupancy permit. Developer shall notify Petitioner of the completion of installation of the solar cells and provide Petitioner with proof of completion by mail. Developer shall be responsible for maintaining the solar PV systems at not less than 80% of the rated power for 25 years.
- d. Developer shall install additional solar cells if a "High Energy Consumption User(s)" will occupy and/or utilize any Project building. A "High Energy Consumption User(s)" is a tenant(s) or end user(s) that anticipates using 5% or more of the total area of a building's area for refrigeration or other high energy demand equipment. If a High Energy Consumption User(s) occupies a building, additional solar PV cells shall be installed on the roof of the building to provide an additional 20% of the building's total electrical power, which represents a 20% increase over that otherwise required.



**29. Site Maintenance.**

- a. Developer agrees to perform maintenance at the Project site on a monthly basis, or more frequently as needed, to remove any graffiti from Project walls, on both sides, and to remove trash/litter from the Project site including in landscaped areas, or areas between walls/fences.
- b. Developer agrees that Developer or its tenants shall remove graffiti and trash/litter within 72 hours upon being notified of the issue.
- c. Developer shall designate an employee to answer neighbor complaints who shall be capable of conversing in English and Spanish, and shall provide a phone number for neighbors to report graffiti and trash/litter issues. The phone number shall be provided in a reasonable manner online.

**30. Employee Shuttles.** Each tenant or tenants of any building shall provide shuttle service when 5 or more employees request it to and from a public transit location.

**31. Ride Sharing.** Each building operator shall be required to support and encourage ridesharing and transit incentives for the employees by providing employees with the needed resources to organize rideshares, such as bulletin boards or email announcements.

**32. Shuttle and Ride Share Signage.** Information shall be posted via permanent signs, in English and Spanish, about shuttles, public transit, ride sharing on prominent bulletin boards in employee area(s) and online. Posted information shall be readable from five feet. Information via signs shall be posted for the life of the Project. Signs shall be readable from a distance of five feet.

**33. School and Neighborhood Safety.**

- a. Developer shall work with the community and City to ensure safety for residents and especially students and school employees, including installing crosswalks at appropriate locations with countdown lights as appropriate based on the safety needs of the particular area.
- b. Developer shall establish and maintain a neighborhood safety/ community liaison officer who is empowered to resolve community issues. Safety/community liaison officer shall be able to converse in English and Spanish. Developer shall provide a dedicated phone line for neighbors to share complaints with the community liaison officer about noise, traffic and safety issues, with information provided in English and Spanish. Developer and/or tenants shall make all reasonable efforts to answer community complaints and resolve community issues within a reasonable period of time after receiving any complaints. The neighborhood safety/community liaison officer shall be available for the life of the Project.

- c. All information about community relations/neighborhood safety shall be mailed annually (one time per year) for a period of three years from first Project operation to all homeowners of record and residents, schools, places of worship within a 1/4 mile radius of the Project site from any direction. This information shall be provided in English and Spanish. The informational letter shall include the telephone number of the dedicated phone line to register any complaints with the community liason officer about noise, traffic and safety issues.

34. **Employee Health.** All tenant leases shall state that healthy conditions shall be provided for warehouse workers, including proper ventilation and climate control.

**Other Terms**

- 1. **Community Benefit Fund.** Developer shall make a one-time payment in the amount of \$250,000.00 to the Center For Community Action & Environmental Justice (“CCA EJ”) for the creation of a community fund for the benefit of approximately 10 impacted homes near the Project site, including, if feasible, the three (3) homes located at the northeast corner of Jurupa Avenue and Cypress Avenue. Funds shall be used for air quality mitigation upgrades in the form of air filtration units as well as necessary duct work and other ancillary equipment for the installation of air filtration units. Community benefit fund includes a 10% administration fee for CCA EJ.
- 2. **Attorney’s Fees.** Goodman shall pay Sierra Club’s attorney’s fees in the amount of \$50,000.00 within 20 calendar days of the execution of this Agreement by all parties. Payment shall be made and sent to the Law Office of Abigail Smith, A Professional Corporation.

Sierra Club  
Initials: MS  
Dated: 7/23/2020

GLC FONTANA  
Initials: DS  
Dated: 28 July 2020

APPENDIX B

(Memorandum of Understanding)

Center for Community Action and Environmental Justice - Fiscal Agreement 2020

Memorandum of Understanding  
Between the Center for Community Action and Environmental Justice (“CCA EJ”)  
and  
GLC Fontana III LLC, a Delaware Limited Liability Company

This Management Agreement (“Agreement”) is made of this ~~28~~ 28 July 2020 day of July, 2020 (“Effective Date”) between the Center for Community Action and Environmental Justice (hereafter referred to as “Fiscal Agent” or “CCA EJ”) and GLC Fontana III LLC, a Delaware Limited Liability Company (hereafter referred to as the “Sponsor” or “Goodman”) and relates to the proposed Goodman Logistics Center Fontana III consisting of a total of approximately 1,118,460 square feet to be built on approximately 47.5 acres located approximately 670 feet south of Santa Ana Avenue, north of Jurupa Avenue, east of Cypress Avenue, and west of Juniper Avenue (“Project”).

Purpose of Agreement. Fiscal Agent has consented to sponsor the administration of an environmental mitigation fund pursuant to a July 2020 Settlement Agreement between Sponsor and Sierra Club (“Settlement Agreement”). This Agreement shall be attached to the Settlement Agreement. The environmental mitigation fund will be for the sole benefit of those homes (approximately 10 in total) located at the northeast corner of Jurupa Avenue and Cypress Avenue as well as those homes south of Jurupa Avenue generally between Juniper Avenue and Cypress Avenue in the City of Fontana, CA. The purpose of the environmental mitigation fund, as described in the Settlement Agreement, is to provide subject homeowners with air quality mitigation upgrades in the form of air filtration units as well as necessary duct work and other ancillary equipment for the installation of air filtration units in their residences.

In exchange for Goodman’s sponsorship of the environmental mitigation fund, and provided that the Project is consistent with the terms of the Settlement Agreement, CCA EJ agrees not to oppose or file any litigation challenging the Project’s development approvals (i.e., the certification of the Project’s Final Environmental Impact Report and approval of a General Plan Amendment, Change of Zone, Specific Plan Amendment, Tentative Parcel Map, Design Review, and Development Agreement) nor any current or future approvals necessary to construct the Project, including building or other site development permits. CCA EJ further agrees not oppose or to file litigation challenging approvals for future minor modifications or iterations of the Project that would not be significant enough to trigger a supplemental Environmental Impact Report pursuant to the California Environmental Quality Act and provided that such modified Project is consistent with the terms set forth in the Settlement Agreement.

The Fiscal Agent has determined that sponsorship of the environmental mitigation fund would be consistent with its goals, and it wishes to receive the funds from Sponsor for the implementation of the environmental mitigation fund.

Fiscal Agent hereby agrees to assume administrative functions of the environmental mitigation fund and to provide financial oversight of the environmental mitigation fund. Sponsor agrees to comply with the terms of this Agreement.

The environmental mitigation fund shall be operated in a manner consistent with the Fiscal Agent's tax-exempt status and as described in this Agreement and the Settlement Agreement.

Sponsor shall not permit the Fiscal Agent to attempt to influence legislation or participate or intervene in any political campaign on behalf of (or in opposition to) any candidate for public office or otherwise engage in the carrying on of propaganda (within the meaning of section 501(c)3 of the Internal Revenue code).

CCA EJ is serving as a 501(c)3 non-profit fiscal and oversight agent for activities associated with the administration of the environmental mitigation fund described the Settlement Agreement.

CCA EJ will not represent that it is an "employer" of the Project.

CCA EJ will receive funding from Sponsor in the total amount of \$250,000.00 that will be allocated to specific efforts regarding the environmental mitigation fund as set forth in the Settlement Agreement.

CCA EJ will charge an administrative one-time, flat fee of \$25,000.00 that shall be deducted from the \$250,000.00 environmental mitigation fund by CCA EJ. All amounts deposited into the environmental mitigation fund will be used for disbursements to homeowners for mitigation upgrades, less this one-time administrative charge. CCA EJ will not seek attorney fees or other expenses from Goodman beyond the \$250,000.00 environmental mitigation fund.

All disbursements from the environmental mitigation fund shall be treated as charitable donations made by or on behalf of the Sponsor (corporation) to accomplish the purposes of the environmental mitigation fund.

CCA EJ designates Jean Kayano, Associate Director and /or Graciela Mendez, Financial Director to act as authorizing official. Both shall have authority to sign approval of disbursement requests and checks.

CCA EJ's fiscal administrator will maintain all financial records relating to the Project according to generally accepted accounting principles, retain records as long as required by law, and make records available to auditors as required by law.

Any funds not exhausted four years after the Effective Date shall be retained in full by Fiscal Agent.

Goodman acknowledges that CCA EJ will not be held responsible by homeowners or companies involved in the implementation of the mitigation upgrades or held liable for any problems or issues that arise from the mitigation upgrades.

CCA EJ acknowledges that Goodman will not be held responsible by homeowners or companies involved in the implementation of the mitigation upgrades or held liable for any problems or issues that arise from the mitigation upgrades.

CCA EJ hereby irrevocably and unconditionally agrees, to the fullest extent permitted by law, to defend, indemnify and hold harmless Goodman its officers, directors, employees from and against any and all claims, liabilities, losses and expenses (including reasonable attorney's fees) directly, indirectly, wholly or partially arising from or in connection with an act or omission of

employees or corporations for accepting the funds in expending or applying the funds furnished in carrying out the homeowner mitigation fund by Goodman except to the extent that such claims, liabilities, losses or expenses arise from or in connection with any act or omission of Goodman, its officers, directors, or employees.

This Agreement will terminate if Goodman fails to fund the environmental mitigation fund, as contemplated by the Settlement Agreement, and this failure remains unremedied fifteen (15 days) after notice in writing.


In witness whereof, the parties hereto have executed this Agreement on the day and year first written above;

**Accepted for the Fiscal Agent (CCA EJ)**

  
\_\_\_\_\_  
Authorized signer

7/9/20  
\_\_\_\_\_  
Date

**Sponsor Organization**

DocuSigned by:  
  
\_\_\_\_\_  
C632C1C84A1D41B...  
Authorized signer

28 July 2020  
\_\_\_\_\_  
Date

SETTLEMENT AGREEMENT AND RELEASE

This Settlement Agreement and Release (“Agreement”) is entered into this 31<sup>st</sup> day of August 2018 by and among Sierra Club (“Petitioner”) on the one hand and Prologis, L.P. (“Developer”) on the other hand. The Petitioner and Developer are sometimes referred to herein as a “Party,” and collectively as the “Parties.”

WHEREAS, Developer has applied to the City for certain land use entitlements necessary to develop the Moreno Valley Logistics Center Project in the City of Moreno Valley; and

WHEREAS, the Project would develop approximately 1,736,180 square feet of warehousing consisting of four buildings on 89.4 acres on the Project site;

WHEREAS, on or about April 17, 2018, the City Council of the City of Moreno Valley (“City”) approved the Developer’s application for entitlements needed to develop and construct the Project, including, but not limited to, certification of Final Environmental Impact Report (SCH No. 2015061040); approval of Specific Plan Amendment PEN16-0001 (P15-036); Tentative Parcel Map 36150 PEN16-0007; and Plot Plans PEN16-003-PEN16-0006 (PA15-0014-PA15-0017);

WHEREAS, Petitioner filed a petition for writ of mandate challenging the project on or about May 17, 2018 (the “Lawsuit”); and

WHEREAS, the Parties have engaged in settlement negotiations, and have reached terms, as set forth herein, upon which to settle their disputes, and wish to avoid litigation and resolve their disputes concerning the Project on the terms set forth herein.

NOW, THEREFORE, the Parties hereby agree as follows:

A. Construction-Related Terms: All terms set forth herein shall be required of Developer and of the Project, including all project buildings and shall be incorporated into the construction contract with the general contractor.

1. The construction contract with the general contractor for the Project shall require that all off-road equipment with a horsepower rating of 25 horsepower or greater used on the Project site during the construction of the Project will meet a minimum Tier 4 rating. The general contractor shall certify that these requirements have been satisfied, and a copy of each unit’s certified tier specifications, BACT documentation, and CARB or SCAQMD operating permit, and the contractor’s certification shall be mailed and emailed monthly to Petitioner. If after a diligent search, Tier 4 equipment proves to be unavailable for the entirety of the construction fleet, Tier 3 equipment may be utilized for those portions of the fleet

where Tier 4 is not available. However, no more than 30% of the construction fleet may be Tier 3 equipment.

2. Diesel-powered portable generators shall not be used at any time.
3. Prior to the start of grading, the construction contractor shall post legible, durable, weather-proof signs at the property's frontage as well as within the active construction site areas which state, in English and Spanish, that: (i) diesel trucks servicing the Project shall not idle for more than 5 minutes; and (ii) the name and telephone numbers of an authorized individual to be contacted to resolve dust and air quality complaints and the California Air Resources Board to report violations the Project. Proof of sign posting in the form of photographs shall be placed on file with the City of Moreno Valley. These signs shall remain posted on the property until construction is complete and shall be of a size easily readable from the street and active construction areas. All dust complaints shall be resolved in 24 hours.
4. Lunch vendor services shall be regularly provided on-site during the entire period of construction to minimize the need for off-site vehicle trips.
5. All haul trucks used during construction will utilize model year 2010 model year or newer engines. Construction contracts shall specify that only 2010 model year or newer engines are permitted.
6. Construction trucks shall not use Indian Street for access to the Project site to avoid exposure of adjacent residences to construction related traffic and noise. The contractor shall install signage, in English and Spanish, at all construction entrances and exits stating that the use of Indian Street by trucks is strictly prohibited. These signs shall be readable from truck cabs who enter and exit the Project site. Construction contracts shall specify that no trucks shall use Indian Street during construction periods. This prohibition shall not apply to those trucks needed to construct required improvements on Indian Street and adjacent to Indian such as landscaping berm, walls, etc.

B. Operational/Design-Related Terms: All terms set forth herein shall be required of the Developer and required of the Project inclusive of all Project buildings unless specified herein so that a particular provision applies to only Building 1. Developer may assign the duties set forth herein to any end user and, in such an instance, Developer shall incorporate the below requirements as contract provisions into any contract for the sale, lease, and/or transfer of the property to any purchaser, assignee, tenant, owner, operator etc. of the Project.

1. Based upon future tenant needs, the Project will install electrical hookup infrastructure at all loading docks so truck engines may plug in and be turned off while at the loading docks. Actual electrical hookups will be provided at loading docks as necessary based upon future tenant operations. All trucks with Transport



Refrigeration Units (TRUs) shall utilize electric plug-ins at loading dock areas. Trucks incapable of utilizing the electrical hookup for powering refrigeration shall be prohibited from accessing the site. Developer agrees to install permanent, reflective signage in proximity of the truck bays equipped with electrical hookups stating that electrical hookups are available. Signs shall be placed on all walls visible from truck docks.

2. Fork Lifts: Upon and following occupancy of the Project by any tenant, no diesel-powered forklifts shall be permitted.
3. All “yard goats,” yard trucks, and hostlers shall either be alternatively fueled or meet the below requirements for diesel. For purposes of this term, “alternatively fueled” means powered by natural gas, electricity, fuel cells, or other advanced technologies that do not rely on diesel fuel; or fuel efficient hybrid vehicle able to achieve at least 50 percent fuel economy compared to a conventional diesel vehicle of the same model year and configuration. Developer agrees that no more than four diesel yard goats shall be operated at the Project site. Further, Developer agrees that the above listed vehicles shall be upgraded to electric within one year of such vehicles being commercially available.
  - a. Developer shall acquire at least one (1) Compressed Natural Gas (CNG) yard tractor for use by the Building 1 Project tenant(s) . The acquisition of the CNG yard tractor shall occur prior to or beginning with the first day of Project occupancy of any Project building. The CNG yard tractor shall be used continuously at Building 1 unless replaced by an electric version pursuant to Section 3 above. When the CNG tractor needs replacement and prior to the Project’s conversion to electric tractors, the CNG tractor shall be promptly replaced with the latest version of CNG yard tractor. Developer shall provide evidence of the purchase of the CNG yard tractor to Sierra Club by mail within six months of purchase.
  - b. Requirements for diesel: all diesel equipment must meet the highest emissions standards set by the California Air Resources Board (“CARB”): 2010 compliant for on-road vehicles or Tier 4 for off-road vehicles. All above diesel vehicles shall be upgraded (i.e., replaced or modified with upgrades) once within one year of the CARB setting the subsequent emissions standard for these vehicles. Notification and proof of completion of the upgrade shall be provided Petitioner by mail and email. Further, Developer agrees that the above listed vehicles shall be upgraded to electric within one year of such vehicles being commercially available.
4. Alternatively Fueled Vehicles:
  - a. To the extent not in conflict with code or other legal requirements (including any requirements of the Americans With Disabilities Act or other similar

requirements), Developer shall designate a minimum of 30 parking spaces for alternatively fueled vehicles (including electric and hybrid vehicles) in locations closest in proximity to the Project's buildings main and employee entries. These spaces shall be marked with permanent signs specifying that non-alternatively fueled vehicles will be towed at the owner's expense. The thirty (30) spaces described in this Section 4(a) shall be allocated as follows: Building 1: 18 stalls; Buildings 2, 3, and 4: 4 stalls each per building.

- b. Developer shall at a minimum install at least four (4) DC Quick Charge/ Fast Charge EVSE charging units and ten (10) Level 2 EVSE charging units onsite, prior to the issuance of an occupancy permit. Project building plans shall include the location, type of EVSE, wiring schematics, and electrical calculations to verify the electrical system has sufficient capacity to charge simultaneously all the electric vehicles at all designated EV charging spaces at their full rated amperage. All EVSE charging stations shall be open to the public at no cost; or at a maximum, for the cost of electricity. The allocation of charging units described in this Section 4(b) shall be as follows: Building 1: 1 quick and 7 level 2. Buildings 2, 3, and 4: 1 quick and 1 level 2 per building.

EVSE charging stations shall be designated with readily visible permanent signs on-site stating their availability for public use. On-site permanent signs shall also designate that vehicles improperly parked in EVSE charging parking spaces will be towed at the owner's expense and list a phone number for a designated towing company. Permanent signs at the Quick Charge/ Fast Charge stations shall also indicate a two-hour parking limit. Two-sided permanent signs promoting the availability of each charging station shall be placed along Heacock Street, Krameria Avenue and Indian Street Project, nearest the access driveways to each facility, and shall be of a sufficient size to be readily visible to traveling motorists. In addition, on Indian Street, a second sign shall be placed near the Project's northeast corner of Krameria Avenue and Indian Street and this sign shall be posted in a location and manner readable to motorists. Developer shall maintain all EVSE charging units in good working condition for a minimum of fifteen (15) years. Charging station parking spaces shall be in addition to the 30 parking spaces listed in B.4.a.

5. Developer shall conduct an annual review, to be conducted during periods of high utilization of the Project's Building 1, for five years following the occupancy of Building 1 to determine the level of use of alternatively fueled vehicles and the demand for designated spaces for such vehicles, beyond the spaces already designated. The annual review shall consist of a survey of vehicles parked in the Project's parking lots, to be performed once a year during a normal business day, between the hours of 10:00 a.m. and 11:00 a.m., or 2:00 p.m. and 4:00 p.m. To the extent necessary to meet demand as determined by such annual reviews, and to the extent not in conflict with code or other legal requirements, Developer shall

convert spaces located closest to the Project buildings' main entries from general parking to alternatively fueled vehicle parking. Copies of the annual reviews shall be provided to the City and Petitioner via mail and email upon completion.

6. At least six percent of the total auto parking spaces Building 1 shall be capable of supporting installation, of future EVSE as defined in B.4.b., with service connections provided to those spaces and be labeled. Developer shall conduct an annual review, to be conducted during periods of high utilization of the Project's Building 1, for five years following the occupancy of the buildings to determine the level of use of plug-in electrical vehicles, and the demand for plug-in-stations. The annual review shall consist of a survey of vehicles parked in Building's 1 parking areas, to be performed once a year during a normal business day, between the hours of 10:00 a.m. and 11:00 a.m., or 2:00 p.m. and 4:00 p.m. If there are no more than a total of eight (8) electric vehicles observed in any parking lot, no additional EVSE need be added for that lot. Beyond the initial eight vehicles per lot, one Level 2 EVSE charging unit shall be installed for each additional two (2) electric vehicles observed in the parking lot, and one additional DC Quick Charge unit shall be installed for each six (6) new electric vehicles observed in each lot. Copies of the annual reviews and any additional EVSE installed shall be provided to the City and Petitioner via mail upon completion. Prior to final site plan approval, these parking spaces shall be delineated on the Project site plan, which shall be provided to Petitioner via mail and email upon completion.
7. The Project shall provide preferential parking for carpools and vanpools for 5% of the total parking spaces. Locations and configurations of proposed preferential parking for carpools and vanpools are subject to review and approval by the City. On-site signs shall also designate that vehicles improperly parked in carpool/vanpool parking spaces will be towed at the owner's expense, and shall list a phone number for a designated towing company. Prior to final site plan approval, preferential parking for carpools and vanpools shall be delineated on the Project site plan, which shall be provided to Petitioner via mail upon completion.
8. All truck and trailer parking areas shall provide permanent, large lettered, reflective, signs in English and Spanish, which are readily visible from truck cabs stating that (i) truck idling for more than three minutes is prohibited; (ii) trucks must turn off headlights once docked; (iii) idling of APUs for more than five minutes is prohibited; (iv) TRUs are required to plug-in; and (v) trucks shall not use Indian Street . These signs shall be printed in both English and Spanish, readily visible from cabs and tractors at all such parking areas and entry points. Signs shall be placed near truck docks and on all interior walls that are visible from truck docks including approximately every 30-feet along the boundary wall along Indian Street. All signs shall remain posted and be maintained for the life of the Project.

9. Developer shall provide detailed information to Project tenants regarding the U.S. Environmental Protection Agency's SmartWay program, and encourage Project tenants to begin implementing SmartWay programs.
10. Developer shall use only native or drought tolerant landscaping at the Project site subject to City approval pursuant to City of Moreno Valley planning and zoning requirements. In addition, Developer shall plant appropriate trees in and/ or around the Project's automobile parking areas such as London Plane sufficient to provide 50% shade cover within 10 years. Trees planted at the Project site shall be planted in a manner to allow trees to develop roots and shall be maintained including providing proper irrigation to enable growth. Palm trees shall not be planted on the Project site.
11. Developer shall use concrete instead of asphalt in all Project parking lots. Concrete shall have an initial solar reflectance value of at least .29 as determined in accordance with American Society for Testing and Materials (ASTM) Standards E 1980 or E1918.
12. Renewable Energy:
  - a. Developer shall design and construct the roof of each building in excess of 25,000 square feet to accommodate maximally sized photovoltaic (PV) solar arrays taking into consideration limitations imposed by other rooftop equipment, building and fire code requirements, and other physical or legal limitations. Developer shall develop each Project building with the necessary electrical system and other infrastructure to accommodate maximally sized PV arrays in the future. The electrical system and infrastructure shall be clearly labeled with noticeable and permanent signage which informs future tenant/purchasers of the existence of this infrastructure. Prior to final site plan approval, these improvements shall be delineated on the Project site plan and mailed to Petitioner.
  - b. Developer shall install a solar PV system(s) on the roof(s) of Building 1 to provide at least the greater of 125 kw or 50% of Building 1's AC total electrical power demand including, but not limited to, all automation and robotics' demand as well as electrical vehicle, truck charging and TRU and APU charging demands. The installation of the solar PV system shall be completed and fully operational prior to the issuance of an occupancy permit. Developer shall notify Petitioner of the completion of installation of the solar cells and provide Petitioner with proof of completion by mail. Developer shall be responsible for maintaining the solar PV systems at not less than 80% of rated power for 25 years.
  - c. Roof areas not covered by PV shall be constructed with materials with an initial installation Solar Reflective Index Value of not less than 39.

- d. Additional High Energy Demand Improvements: Developer shall install additional solar cells if a “High Energy Consumption User(s)” will occupy and/or utilize Building 1. A “High Energy Consumption User(s)” is a tenant(s) or end user(s) that anticipates using 20% or more of the total area of Building 1 for refrigeration or other high energy demand equipment. If a High Energy Consumption User(s) occupies Building 1, additional solar PV cells shall be installed on the roof of the building to provide an additional 20% of Building 1’s total electrical power, which represents a 20% increase over that required in paragraph 19 (b). Developer shall provide Petitioner evidence of any additional solar PV installed for the Project.
13. All hot water heaters shall be powered either through solar cells mounted on the roofs of the buildings, or solar water heating-
14. All Project buildings shall be designed and built to achieve LEED Silver Certification under the Prologis National Program for LEED Core and Shell as already pre-approved by U.S. Green Building Council. Building 1 shall be designed and built to achieve LEED Silver Certification under the Prologis National Program for LEED Core and Shell and Tenant Improvements as already pre-approved by U.S. Green Building Council. The LEED AP on the project team shall certify compliance, and a LEED Certificate shall be issued for each building. In addition to other appropriate LEED measures, the measures listed on Exhibit “A” may be implemented by Developer in order to achieve LEED Silver Certification. Copies of the Project’s LEED preliminary construction reviews and certifications shall be provided to Petitioner by mail and email to counsel within three months of certification.
15. The Project shall provide secure bicycle lockers within 200 yards of the building entrance for 5% or more of all building users as measured during peak employment periods. Building 1 shall also provide shower facilities for men and women with water conserving shower heads and changing facilities in Building 1 for 0.5% of full-time equivalent occupants to encourage biking to work for employees. In addition, outdoor, secure bike racks shall be installed near employee entrances at all Project buildings.
16. The Project’s Building 1 shall provide an indoor facility for truck operators to minimize the need for trucks to operate APUs, namely a lounge equipped with a vending machine(s), a seating area, restrooms, and a television. The lounge shall be regularly maintained, cleaned, and stocked. The lounge shall be available for use by truck operators servicing tenants or sub-tenants of Building 1.
17. The idling of APUs shall be limited to idling of no more than five minutes at the Project facility.

18. Yard maintenance/landscaping crews shall utilize only electric or CARB equipment certified to the highest current standards in all areas covered by this agreement now and in the future. Developer agrees to contract with a yard maintenance crew which is capable of meeting this requirement, and yard maintenance contracts shall specify this requirement.
19. There shall be no diesel powered generators allowed on the site.
20. Developer shall design and construct the Project with the infrastructure necessary to support electrical charging stations for charging on-site electrical forklifts or similar on-site equipment including yard goats that future tenants may use. The electrical charging stations shall be clearly labeled with permanent, durable, weatherproof signage. Developer shall provide any tenant or purchaser with detailed information about the availability of this infrastructure. Prior to final site plan approval, these improvements shall be delineated on the Project site plan and emailed and mailed to Petitioner.
21. Developer shall design and construct the Project with the electrical infrastructure necessary to support trucks that run at least partially on electricity by installing the infrastructure needed for electric charging of trucks in all truck parking areas. At least 5 percent of the total truck/trailer parking spaces shall be capable of supporting installation of future electric truck charging. The locations of these electrical system and infrastructure shall be clearly labeled with noticeable and permanent, durable, weatherproof signage which informs future tenant/purchasers of the existence of this infrastructure. These parking spaces shall be delineated on the Project site plan prior to final site plan approval. The site plan shall be provided to Petitioner via mail and email upon completion.
22. Developer shall encourage Project tenants to provide incentives to their employees who carpool such as preferential parking. Project tenants shall regularly distribute information in English and Spanish regarding the incentive program to employees including permanent posting of such information in employee areas.
23. No outdoor light poles shall exceed 20-feet on the eastern Project elevation.
24. Consistent with Moreno Valley Municipal Code Section 9.08.100, and the Mount Palomar Nighttime Lighting Requirements of the County of Riverside, all outdoor lighting associated with the Project shall be fully shielded and directed away from surrounding residentially zoned uses. Such lighting shall not exceed one-quarter foot-candle maximum maintained lighting measured from within five feet of any property line, and shall not blink, flash, oscillate or be of unusually high intensity or brightness. All lighting installations shall be designed and installed with full cutoff and be fully shielded to reduce glare and light trespass at all property lines from all on site light sources. The maximum wattage for nonresidential uses shall be two hundred fifty (250) watts or equivalent light intensity of high intensity

discharge (HID) lighting. All outdoor lighting for the Project shall be low-pressure sodium lighting, or LED lamps of 3000K or less for yard lighting that will not exceed the wattage requested and with proper shielding as recommended by the International Dark-Sky Association to comply with the lighting requirements for the Palomar Observatory. A minimum of fifty percent of the lighting in vehicle and truck parking areas shall be shut down after 9 p.m.

25. Developer shall require tenants to develop a trip reduction plan to achieve 1.5 average vehicle ridership (AVR) if the Project employs more than 250 stationary employees measured at times of peak employment. Developer shall provide evidence of the development and implementation of this plan to Petitioner via mail and email within six months of building occupancy by any tenant and annually for five (5) years.
26. Developer shall require the tenants to establish a Transportation Management Association (TMA). The TMA will coordinate with other TMAs within the City to encourage and coordinate carpooling among building occupants. The TMA will advertise its services to building occupants bi-annually, and offer transit and/or other incentives to reduce greenhouse gas (GHG) emissions. A plan will be submitted by the TMA to the City, and to Petitioner via mail and email, within two months of project completion that outlines the measures implemented by the TMA, as well as contact information. The plan shall be formulated in a manner to accommodate the buildings' peak employment periods.
27. Developer shall acquire one alternatively fueled vehicle (either electric or plug-in hybrid at Developer's option), which it will offer to Building 1's tenant for its business use, and which shall be used for a minimum of five years within the Inland Empire. In the event that the Building 1 tenant does not need or want use of the alternatively fueled vehicle, Developer shall use the vehicle for business purposes solely within the Inland Empire and ideally Moreno Valley. Developer shall acquire the alternatively fueled vehicle at the time of Project occupancy by any tenant. Developer shall provide Petitioner with evidence of completion of this requirement via mail within six months of acquisition.
28. All roof top equipment shall be completely screened/ shielded so as not to be visible and the screening shall appear to be an integral part of the building design in material, texture and color.
29. Developer shall install a 8-foot berm along the entire length of Indian Street and shall install and maintain in perpetuity additional landscaping along the entire length of the Project boundary with Indian Street in the form of upgrades to the maturity and spacing of trees. All trees along Indian Street shall be upgraded to 36-inch box trees and shall not be deciduous to the extent feasible; and all trees, bushes, and other landscaping along Indian Street shall be of a sufficient quantity size, height and spacing to provide screening of the facility at the time of

landscaping installation. Trees shall be planted along Indian Street in at least two rows, with trees planted in each row so that there are not gaps in tree spacing between rows. Trees that are selected for planting along Indian Street shall be selected based on their potential to reach at least the height equivalent of Building 1 including roof mounted equipment. Ideally, *Ficus macrocarpa nitida* and *Cinnamomum Camphora* shall be planted. At a minimum, two different species of trees shall be planted. The intent of these requirements is to provide the maximum feasible mature landscaping at Project opening and throughout the life of the Project. Developer shall send Petitioner the final landscape design plans by mail to counsel within one month of final landscape plans being approved.

30. All trees, bushes, and other landscape plantings if sick or dead shall be promptly replaced with equivalent species. Further, landscaping plantings shall be maintained in their full height and mature growth without undue trimming or pruning.
31. As shown on the attached Exhibit B, Developer shall extend the planned, 14-foot solid masonry to the entire length of the Project's eastern elevation along Indian Street as well as along the boundary of the detention basin, to provide additional visual screening of the property as well as to aid in noise abatement. Developer agrees to perform maintenance of this wall and all Project walls on a monthly basis or more frequently as needed to remove any graffiti and trash from or near the wall. Additionally, Developer agrees that Developer or its tenants shall remove graffiti and trash within 24 hours upon being notified of the issue.
32. Developer agrees to install directional signage at all Project entrances and exits on Krameria Avenue and Cosmos Street stating that trucks are prohibited from using Indian Street. Signage shall be permanent, reflective, in English and Spanish, and shall be readily visible from truck cabs as they enter and exit the Project site.
33. Developer agrees that the prohibition against the use of Indian Street by trucks shall be stipulated in all tenant contracts. In addition, Developer agrees that Project tenants shall inform truck drivers through operator contracts that the use of Indian Avenue by trucks is strictly prohibited and that repeated use of Indian Street is grounds for contract termination.
34. As shown on the attached Exhibit C, Developer agrees to implement and maintain improvements to the driveway located at the northeast entrance of Building 1, namely that the position of the curbs along the eastern side of the driveway are angled to the northwest and extend to the south to make a right turn for a truck leaving the site not possible without running over the landscaped area to discourage right turns from the Project site onto Krameria Avenue.



35. As shown on the attached Exhibit D, Developer agrees to implement and maintain improvements to the driveway located at the southeast automobile entrance of Building 1 on Indian Street by designing the parking area with narrow aisle dimensions along with a landscaped center area and a series of ninety degree turns that prevent trucks from utilizing that exit/entrance.

#### Other Terms

1. Within three business days of the execution and delivery of this Agreement by all parties, Petitioner shall file a request for dismissal, with prejudice, of the Action, including all respondents and real parties, in its entirety.
2. Within 10 days of the Court's dismissal of the Action, with prejudice, Developer shall pay to the Law Offices of Abigail Smith, as counsel for Petitioner, the sum of \$66,500.00. The Law Offices of Abigail Smith shall provide Developer with its taxpayer identification number as a condition to the payment. Except for this payment, each Party shall bear its own costs of suit, including attorney's fees, incurred in the Action.
3. Within 30 days of dismissal of the Action, Developer shall pay \$772,808.00 to the Center for Community Action and Environmental Justice ("CCA EJ") to establish an environmental mitigation fund ("Mitigation Fund"). In addition, Developer shall provide to CCA EJ a list of property owners of the thirty-one homes identified on Exhibit E based on a recent title search.

The Mitigation Fund shall be established to cover the actual costs (parts and labor) of (i) installing at least a Minimum Efficiency Reporting Value (MERV) 16 rated air filtration systems/units; (ii) replacing existing HVAC systems with at least a SEER 19 rated HVAC system to enable the MERV 16 rated filtration system to operate optimally for at least a ten-year period; and (iii) a mandatory 10-year maintenance contract which includes HVAC filters and basic maintenance of HVAC and air filtration systems ("Air Quality Mitigation Upgrades") for those thirty-one homeowners identified on Exhibit E that request such improvements to be made on their home. In addition, should sufficient funds be available after installation of the Air Quality Mitigation Upgrades, the Mitigation Fund may also be used to cover the actual costs (parts and labor) of replacing some windows for select homeowners as further described below.

The Mitigation Fund shall be available for a period of four years from the date of the initial homeowner notification described below. Any portion of the Mitigation Fund not exhausted at the end of the four-year period shall be retained in whole by CCA EJ for ongoing environmental and social justice advocacy in the Inland Empire.

Within 60 days of the establishment of the Mitigation Fund, CCAEJ shall send a written notification to the thirty-one homeowners listed/identified on Exhibit E to the Settlement Agreement. The written notification must be sent in such a manner to require a signature by the homeowner(s) receiving the notice.

The initial written notification shall inform the homeowner (i) of the availability of a per-home funding allotment of up to \$17,000.00 to construct the Air Quality Mitigation Upgrades on their home (“Per Home Allotment”); (ii) the name of the pre-selected local contractor that is available to construct the Air Quality Mitigation Upgrades; (iii) that the local contractor has been selected because they have represented that they are qualified to perform the work, have the necessary equipment to meet the above standards, and will perform the Air Quality Mitigation Upgrades at a group discount; (iv) a telephone number and e-mail address of a designated contact person at CCAEJ to provide homeowners with further information and to allow the homeowner to elect to perform the Air Quality Mitigation Upgrades; (v) that the homeowner must notify CCAEJ of the desire to elect to install the Air Quality Mitigation Upgrades by a certain date, and that the availability of the Per Home Allotment expires on a certain date; (vi) that the funds will be disbursed directly to the contractor(s) upon proof of work completed consistent with this Agreement; and (vii) that the contractor(s) is only authorized to perform work consistent with this Agreement. The written notification shall be provided in English and Spanish languages. Should the homeowner require language assistance, CCAEJ agrees that accommodations shall be made to assist that homeowner. Sierra Club shall be provided a copy of the initial written notification by mail and email.

Following the initial notification, CCAEJ agrees to provide the written notification described above on a bi-annual basis, for a period of three years, following the date of the initial notification.

Should any home subject to the Mitigation Fund require a second HVAC unit or other work in order to permit the installation of a fully functioning air filtration system, CCAEJ is authorized to disburse additional funds, above the \$17,000.00 Per Home Allotment, to that homeowner. The contractor shall first provide written verification that an additional HVAC unit or other work is required. In addition, should a homeowner not require the full \$17,000.00 of the Per-Home Allotment to perform the Air Quality Mitigation Upgrades, CCAEJ is authorized to retain the balance of the Per Home Allotment for use for Air Quality Mitigation Upgrades for other homes which require additional funds, or for new windows as described below.

As a second priority, and after the expiration of selected date by which homeowners may elect to perform the Air Quality Mitigation Upgrades, CCAEJ is authorized to notify the homeowners on Exhibit E that are most impacted by

noise issues of the availability of additional funds for noise mitigation in the form of some new windows. CCAEJ may decide in their discretion that sufficient funds are or will be available to install windows for those homes on Exhibit E most impacted by noise issues, and CCAEJ may determine the number of windows that are appropriate and the amount of money that the homeowner shall receive for window replacement from the remaining balance of the Mitigation Fund. CCAEJ may notify those homeowners on Exhibit E most impacted by noise issues that those homeowners have access to additional funds for noise mitigation. CCAEJ may also notify those homeowners of contractor(s) that are available to or required to perform the work if the homeowner elects to receive the additional funds.

Payment shall be made directly to the contractor(s) within 30 days of receipt of the invoice for disbursement from the contractor(s) which shall include the following: (i) homeowner's name, address, and phone contact; (ii) services performed and/or equipment and/or materials purchased consistent with this Agreement; (iii) start date of work; (iv) completion date of work; and (iv) signature of the homeowner on the invoice/disbursement request.

Should a deposit or advance for services or materials be required, CCAEJ may distribute deposit funds to the contractors upon receipt of an appropriate written deposit invoice.

**Any homeowner electing to install HVAC systems or filters shall be required to enter into a 10-year maintenance contract with the contractor for the HVAC system and/or filters to qualify for the disbursement of funds. The maintenance contract shall be provided by the contractor who installs the HVAC system or filters, and CCAEJ shall pay the contractor directly for the cost of the maintenance agreement.**

The homeowners receiving Mitigation Upgrades shall receive any warranty or maintenance contract in the homeowners' name. In addition, any air filtration unit installed pursuant to this Agreement shall not be removed from and shall remain with the home.

The Parties acknowledge that CCAEJ shall not be liable to any homeowner for any issue arising from the installation of the Mitigation Upgrades. The Parties acknowledge that CCAEJ will require that homeowners execute a waiver releasing CCAEJ from liability related to the installation and maintenance of the Mitigation Upgrades.

4. Petitioner acknowledges that the Project is being challenged by one separate but related action (*Golden State Environmental Justice Alliance v. City of Moreno Valley*, Riv. Sup. Ct. Case No. 1809117) ("Related Case"). Petitioner expressly acknowledges and agrees that should the Project be required to be re-processed by

the City with new environmental documents, Petitioner shall not initiate litigation or file or submit comments or testimony in an administrative proceeding if and only if, a project of similar nature is proposed and all terms of this Agreement are fully complied with. Additionally, Developer agrees to incorporate the substantive terms of this Agreement into any subsequent planning application or entitlement package for a substantially similar project.

5. Mutual General Releases.

- a. Except as set forth in this Agreement, Petitioner (on behalf of themselves, their predecessors and successors) hereby release Developer and its respective owners, affiliates, members, officers, employees, agents, predecessors, successors, assigns, assignees, successors-in-interest, principals, partners, managers, representatives, attorneys, and all persons and entities acting by, thru, under or in concert with them, or any of them, from any and all claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action that Petitioner has at the time of execution of this Agreement or had, except as expressly reserved herein, arising out of the Project approval or the Lawsuit (including the existence, prosecution or defense thereof), whether known, unknown or suspected, and Petitioner hereby waive the provisions of Civil Code section 1542, which provides as follows:

**Section 1542. (General Release - Claims Extinguished.)**

**A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor.**

The release in this Section 3(a) is a separate consideration for the release contained in Section 3(b), and Petitioner would not have executed this Agreement nor agreed to this Section 3(a) but for the release contained in Section 3(b). Petitioner does not waive any claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action which do not arise out of the Project approvals or the Litigation.

- b. Except as set forth in this Agreement, Developer (on behalf of itself, its predecessors and successors) hereby releases Petitioner and its respective owners, affiliates, members, officers, employees, agents, attorneys, and all persons and entities acting by, thru, under or in concert with them, or any of them, from any and all claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action that Developer has or had, except as expressly reserved herein, arising out of, or connected to, directly or indirectly to the Project approval or the Lawsuit (including the existence, prosecution or

defense thereof), whether known, unknown or suspected, and Developer hereby waives the provisions of Civil Code section 1542, which provides as follows:

Section 1542. (General Release - Claims Extinguished.) A general release does not extend to claims which the creditor does not know or suspect to exist in his or her favor at the time of executing the release, which if known by him or her must have materially affected his or her settlement with the debtor.

The release in this Section 3(b) is a separate consideration for the release contained in Section 3(a), and Developer would not have executed this Agreement nor agreed to this Section 3(b) but for the release contained in Section 3(a). Developer does not waive any claims, demands, liabilities, obligations, costs, expenses, fees, actions, and/or causes of action which do not arise out of the Project approvals or the Litigation.

- c. Each Party expressly waives and relinquishes all rights and benefits under Section 1542 and any law or legal principle of similar effect in any jurisdiction, with respect to the claims released hereunder.
  - d. Each of the Parties has executed this Agreement voluntarily, with full knowledge of its significance, and with the express intention of affecting the legal consequences provided by a waiver of California Civil Code Section 1542.
6. The Parties' sole and exclusive remedy for breach of this Agreement shall be an action for specific performance or injunction. In no event shall any Party be entitled to monetary damages for breach of this Agreement. In addition, no legal action for specific performance or injunction shall be brought or maintained until: (a) the non-breaching Party provides written notice to the breaching Party which explains with particularity the nature of the claimed breach, and (b) within thirty (30) days after receipt of said notice, the breaching Party fails to cure the claimed breach or, in the case of a claimed breach which cannot be reasonably remedied within a thirty (30) day period, the breaching Party fails to commence to cure the claimed breach within such thirty (30) day period, and thereafter diligently complete the activities reasonably necessary to remedy the claimed breach. The Parties agree and stipulate that either Party may file a motion pursuant to Cal. Code of Civ. Proc. § 664.6 to enforce the terms of this Agreement. This Agreement shall be deemed executed and delivered within the State of California; the rights and obligations of the Parties hereunder shall be governed, construed and enforced in accordance with the laws of the State of California. The venue for any dispute arising from or related to this Agreement, its performance, and its interpretation shall be the Superior Court of California, County of Riverside.

7. This Agreement is entered into in full compromise of disputed claims. It is fully acknowledged by all parties hereto that the execution of this Agreement and the payment of consideration and performance hereunder is not and shall not be construed in any way as any admission of liability or wrongdoing on the part of any of the parties hereto, and that all parties completely and expressly deny any liability and merely intend by their actions pursuant hereto to avoid prolonged and further litigation. This Agreement represents and contains the entire agreement and understanding among the parties hereto with respect to the subject matter of this Agreement and supersedes any and all prior written and oral agreements and understandings. This Agreement may be amended or modified only through a writing executed by all the Parties.
8. Developer may assign and delegate any or all of its obligations under this Agreement to any purchaser, assignee, tenant, end user, etc. of the Project, without consent of Petitioner. The obligations of Developer under this agreement shall be assigned via assignment contract and by incorporating the terms herein into contract provisions for the sale, lease, and/or transfer of the property to any and all purchasers, assignees, tenants, lessees, end users, etc. of the Project. Developer shall provide notice to Petitioner of assignment upon execution of any assignment contract. Notice of assignment shall be provided to Petitioner and Petitioner's counsel in writing. Any and all purchasers, assignees, tenants, lessees, end users, etc. thereby accept, and shall be subject to, the obligations of this Agreement.
9. If any provision of this Agreement is held in whole or in part to be unenforceable for any reason, the remainder of that provision and of the entire Agreement will be severable and remain in effect.
10. Any notice or communication given or permitted to be given under this Agreement shall be deemed to have been given three (3) calendar days following deposit of such notice or communication in the United States mail with first class postage prepaid, certified mail return receipt requested, and addressed as follows:

If to Developer:

c/o Prologis  
Christianne Chen  
Pier 1, Bay 1  
San Francisco, CA 94111

John A. Ramirez  
Rutan & Tucker, LLP  
611 Anton Blvd.  
Costa Mesa, CA 92626

If to Petitioner:

Sierra Club  
Moreno Valley Group  
P.O. Box 1325  
Moreno Valley, California 92556-1325  
movalleygroup@yahoo.com

San Gorgonio Chapter of the Sierra Club  
P.O. Box 5425  
Riverside, CA 92517

Aaron Isherwood  
Coordinating Attorney, Sierra Club  
2101 Webster Street, Suite 1300  
Oakland, CA 94612

With a copy, which shall constitute notice, to:


Abigail Smith, Esq.  
Law Offices of Abigail Smith  
1455 Frazee Road, Suite 500  
San Diego, CA 92108  
abby@socalceqa.com

The Parties may at any time update the above addresses.

11. This Agreement may be executed in any number of counterparts each of which shall be deemed an original and all of which shall constitute one and the same agreement, with the same effect as if all parties had signed the same signature page. Any signature page of this Agreement may be detached from any counterpart of this Agreement and reattached to any other counterpart of this Agreement identical in form hereto but having attached to it one or more additional signature pages.

IN WITNESS WHEREOF, the Parties hereto have executed this Agreement as of the date first set forth above.

DEVELOPER:

By:   
Name: Tyson B. Chave  
Title: Senior Vice President

PETITIONER:

By: Mary Ann Ruiz  
Name: Mary Ann Ruiz  
Title: Chapter Chair



## EXHIBIT "A"

### **Minimum LEED Silver Certification Items that May be Utilized under Prologis National Program for LEED Core and Shell (all Project Buildings) and LEED Tenant Improvements (Building 1 only)**

- **Alternative Transportation:**
  - **Bicycle Storage & Changing Rooms:** The project will provide secure bicycle lockers within 200 yards of the building entrance for 5% or more of all building users and shall provide shower facilities with water conserving shower heads and changing facilities in the building for 0.5% of full-time equivalent occupants.
  - **Low Emission and Fuel Efficient Vehicles:** The project will provide preferred parking for low-emission and fuel efficient vehicles for >5% of the total vehicle parking capacity of the site, as set forth in Term B.3(a) of the Settlement Agreement.
  - **Parking Capacity:** The project will meet, but not exceed the number of parking stalls required by the local zoning requirements and shall provide preferred parking for carpools and vanpools for 5% of the total parking spaces as set forth in Term B.6 of the Settlement Agreement. **Site Development:**
  - **Maximum Open Space:** As approved by the City, the project will provide vegetated open space within the project boundary in accordance with the local zoning's open space requirement.
- **Water Efficient Landscaping:**

The project will reduce potable water consumption for irrigation by 50% from a calculated mid-summer baseline case.
- **Storm Water Design:**
  - **Quality Control:** Developer will implement the City-approved Storm Water Pollution Prevention Program (SWPPP) compliant with
- **Water Use Reduction:**
  - The project will utilize water reduction usage measures, such as very low flow toilets. The Project will employ strategies that in aggregate use 30% less water than the water use baseline calculated for the Project building (not including irrigation). **Optimize Energy Performance:** The Project will demonstrate a percentage improvement in the proposed Project building's performance rating compared to the baseline Project building's performance rating. **Enhanced Commissioning:** The project will verify the building's systems operate and perform as intended, compliant with
  - **Construction Waste Management:** The project will recycle and/or salvage a minimum of 50% (by weight) of non-hazardous construction and demolition debris. **Recycled Content:** The project will use materials with

recycled content such that the sum of post-consumer recycled content plus one-half of the pre-consumer content constitutes at least 10% (cost based) on the total value of the materials in the project. **Regional Materials:** The project will use building materials or products that have been extracted, harvested or recovered, as well as manufactured, within 500 miles of the project site for a minimum of 20% (cost-based) of the total materials value. **Increased Ventilation:** The project will increase breathing zone outdoor air ventilation rates to all occupied spaces by at least 30% above the minimum rates required by ASHRAE Std. 62.1-2004. **Construction IAQ Management Plan:** The project will develop and implement an Indoor Air Quality (IAQ) Management Plan for the construction and pre-occupancy phases of the building. **Low Emitting Materials:** The project will utilize only those paints and coatings that comply with **Innovation in Design:** The project will utilize locally-sourced concrete and interior fixtures providing a 40% water use savings. **LEED Accredited Professional:** At least one principal participant of the project team will be a LEED Accredited Professional (AP). **Heat Island Effect-Nonroof:** Use hardscape materials with an SRI of at least 29.

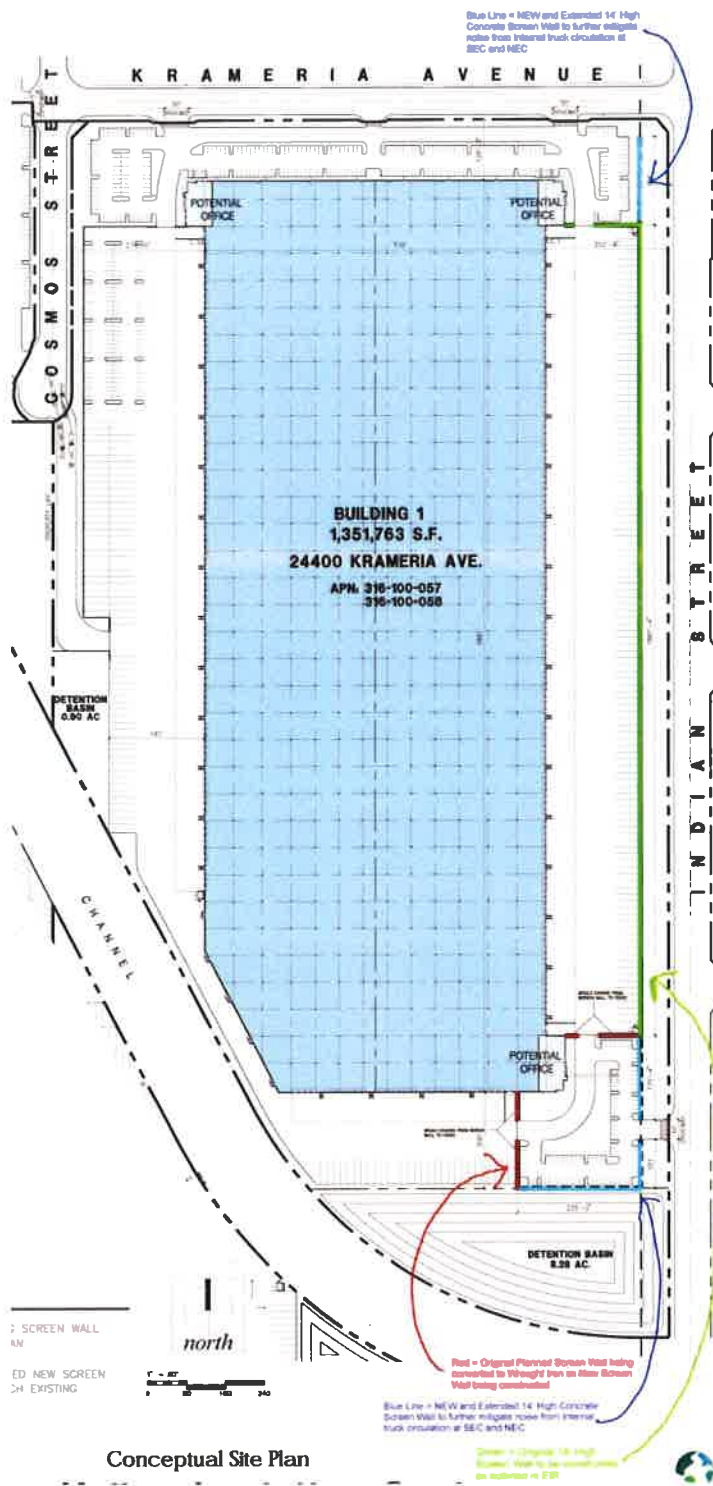
- **Recycling of All Used Materials:** Recycling bins will be provided throughout the site for recycling during the operation of the building. Recycling of construction waste will be required to the greatest degree practicable.
- **Low-flow Urinals: Waterless or very low flow urinals** will be used in the facility which will provide a 30% reduction in water use over typical low-flow urinals.
- **Automatic turn on and off for lavatory faucets — reduce use from baseline 1/2 gal. per minute:** These products will be installed throughout the building.
- **Photo Sensors for Lighting:** Motion sensors will be installed in the office areas of the building to turn off all lighting (except security lighting) when these areas of the building are not occupied. At least 3% of the roof shall be comprised of roof-mounted skylights, which will provide substantial natural light in the warehouse areas. Sensors will be installed in the warehouse areas to automatically turn off artificial area lighting when ambient light is adequate.
- **Reduce carpet and flooring glue toxics by environmentally friendly carpet and nontoxic glue:** Only low VOC carpeting, paint and adhesives will be used throughout the building.
- **50% of Construction Waste Salvaged or Recycled:** The project will salvage or recycle as much construction waste as is feasible, but in no case less than 50% by weight of such waste. The project may utilize recycled (crushed) concrete during construction for temporary access roads and for paving base

where acceptable. The project is directing green waste from clearing operations during construction, to a location for mulching and may be re-used.

- **Thermal Controls in Various Work Spaces:** The warehouse area is not heated or cooled, utilizing a controlled air exchange system to moderate interior temperatures. The office and commercial areas will be served by a number of 11 VAC zones each with its own controls. The units will be equipped with an automatic time switch with an accessible manual override that allows operation of the system during off-hours.
- **Monitoring system that keeps track of all systems so that response can be quick if one of the systems does not function properly:** The Project will include a building systems monitoring program compliant with
- **Independent Venting for Toxic Places:** The storage of toxic materials, as identified by the State of California, will be in accordance with all applicable building code requirements. Separate ventilation systems will be provided for storage areas for hazardous chemicals in order to minimize and control pollutants in the building. The Project will provide entryway systems to prevent the infiltration of dirt and particulates into the indoor environment.
- **The building occupant/owner must share whole-project energy and water usage data for at least five years with the US Green Building Council or Green Building Certification Institute.**

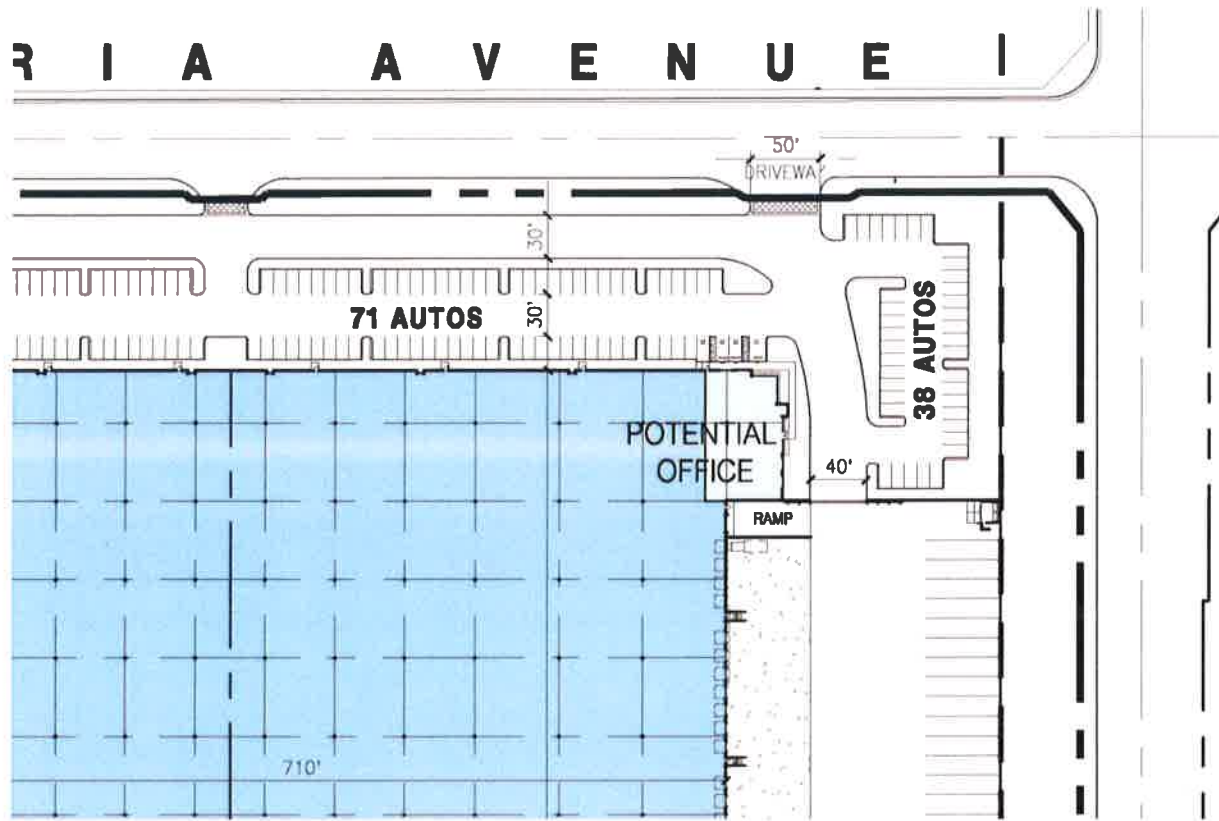
Developer will provide all documentation used to secure LEED Silver certification including any tenant operational documentation. Such documentation requirements will be addressed in the lease documents.

# EXHIBIT "B"



Conceptual Site Plan

EXHIBIT "C"



**EXHIBIT "D"**

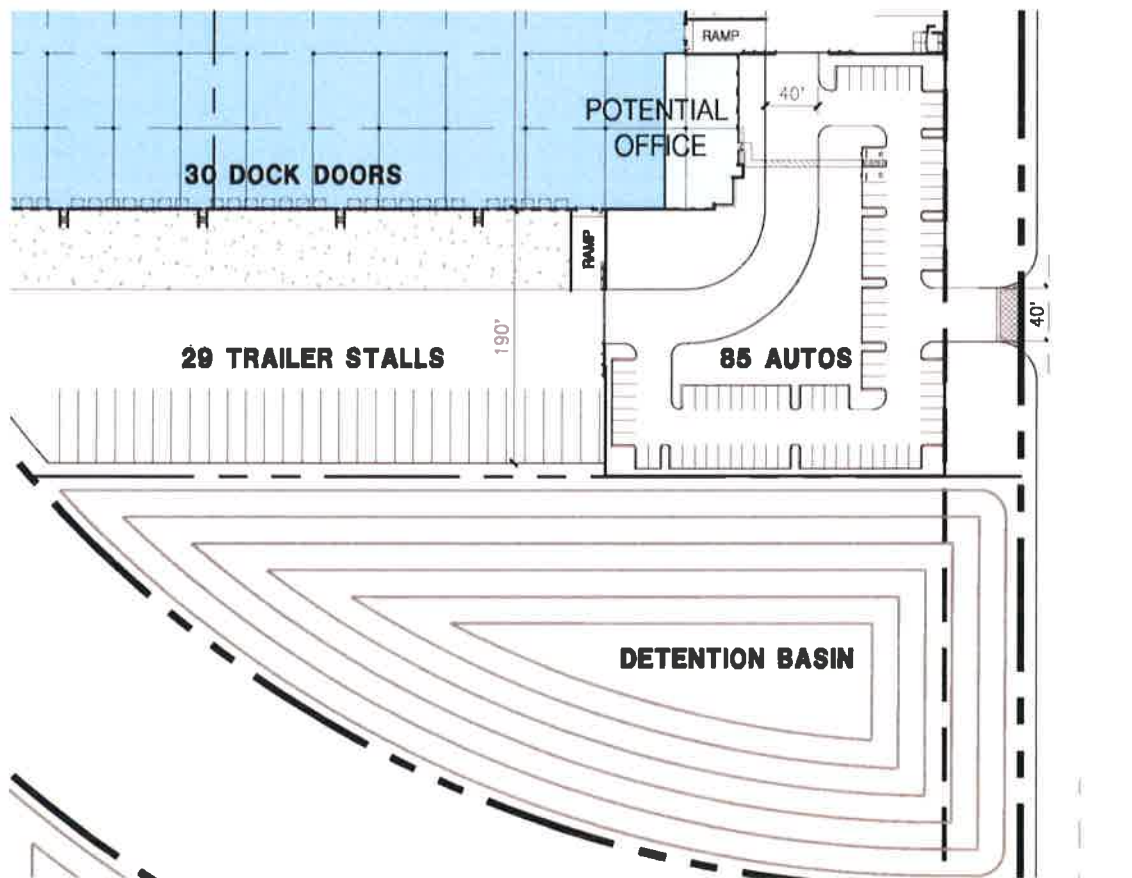


EXHIBIT "E"



EXHIBIT "E", Continued





EXHIBIT "E", Continued



EXHIBIT "E", Continued



EXHIBIT "E", Continued



Center for Community Action and Environmental Justice – Fiscal Agreement 2018

Memorandum of Understanding  
Between the Center for Community Action and Environmental Justice (CCA EJ)  
and  
Prologis, L.P.

This Agreement is made of this 16<sup>th</sup> day of August, 2018 between the Center for Community Action and Environmental Justice (hereafter referred to as “Fiscal Agent” or “CCA EJ”) and Prologis L.P. (hereafter referred to as the “Sponsor Corporation” or “Prologis”).

Purpose of Agreement. Fiscal Agent has consented to sponsor the administration of an environmental mitigation fund pursuant to an August 2018 Settlement Agreement between Sponsor Corporation and Sierra Club (“Settlement Agreement”). The environmental mitigation fund will establish a mitigation fund for thirty-one subject homeowners in the vicinity of the Moreno Valley Logistics Center in the City of Moreno Valley, Ca. The purpose of the environmental mitigation fund, as described in the Settlement Agreement, attached hereto as Attachment 1, is to provide subject homeowners with access to a per-home allotment of funds for the purpose of mitigation upgrades in the form of noise and/or air quality abatement measures.

The Fiscal Agent has determined that sponsorship of the environmental mitigation fund would be consistent with its goals, and it wishes receive the funds from Sponsored Corporation for the implementation of the environmental mitigation fund.

Fiscal Agent hereby agrees to assume administrative and provide financial oversight for the purposes of the environmental mitigation fund. Sponsored Corporation agrees to comply with the terms of this agreement.

The environmental mitigation fund shall be operated in a manner consistent with the Fiscal Agent’s tax-exempt status and as described in this MOU agreement and the Settlement Agreement (Attachment 1 hereto).

Sponsored Corporation shall not and shall not permit the Project to, attempt to influence legislation or participate or intervene in any political campaign on behalf (or in opposition to) any candidate for public office or otherwise engage in the carrying on of propaganda (within the meaning of section 501(c)3 of the Internal Revenue code).

CCA EJ is serving as a 501 (c)3 non-profit fiscal and oversight agent for activities associated with the administration of the environmental mitigation fund described the Settlement Agreement regarding the Moreno Valley Logistics Center Project (“the Project”).:

CCA EJ will not represent that it is an “employer” of the Moreno Valley Logistics Center Project.

Center for Community Action and Environmental Justice – Fiscal Agreement 2018

CCAIEJ will receive funding from Prologis, L.P. in the total amount of \$772,808.00 that will be allocated to specific efforts regarding the environmental mitigation fund at the subject of the Settlement Agreement and as set forth in the Settlement Agreement.

CCAIEJ will charge an administrative one-time fee of: 10% of all amounts deposited to the fiscal administration and shall be deducted from the environmental mitigation fund by CCAIEJ in the amount of: \$77,280.80. All amounts deposited into the environmental mitigation fund account will be used for disbursements to homeowners for mitigation upgrades, less the one-time administrative charge.

All disbursements from an account shall be treated as payments made to or on behalf of the developer (corporation) to accomplish the purposes of the environmental mitigation fund.

The sponsored organization designates Allen Hernandez, ED and /or Cindy Newman, Financial Manager to act as authorizing official. Both shall have authority to sign approval of disbursement requests and checks.

CCAIEJ's fiscal administrator will maintain all financial records relating to the project according to generally accepted accounting principles, retain records as long as required by law and make records available to auditors as required by law.

Any funds not exhausted at the conclusion of the four-year period described in the Settlement Agreement shall be retained in full by Fiscal Agent.

Prologis acknowledges that CCAIEJ will not be held responsible by homeowners or companies involved in the implementation of the mitigation upgrades or will be held liable for any problems or issues that arise from the mitigation upgrades.

CCAIEJ acknowledges that Prologis will not be held responsible by homeowners or companies involved in the implementation of the mitigation upgrades or will be held liable for any problems or issues that arise from the mitigation upgrades.

Prologis hereby irrevocably and unconditionally agrees, to the fullest extent permitted by law, to defend, indemnify and hold harmless CCAIEJ, its officers, directors, employees from and against any and all claims, liabilities, losses and expenses (including reasonable attorney's fees) directly, indirectly, wholly or partially arising from or in connection with an act or omission of employees or corporations for accepting the funds in expending or applying the funds furnished in carrying out the homeowner mitigation fund by Prologis L.P. except to the extent that such claims, liabilities, losses or expenses arise from or in connection with any act or omission of CCAIEJ, its officers, directors, or employees.

Center for Community Action and Environmental Justice – Fiscal Agreement 2018

CCA EJ hereby irrevocably and unconditionally agrees, to the fullest extent permitted by law, to defend, indemnify and hold harmless Prologis, its officers, directors, employees from and against any and all claims, liabilities, losses and expenses (including reasonable attorney's fees) directly, indirectly, wholly or partially arising from or in connection with an act or omission of employees or corporations for accepting the funds in expending or applying the funds furnished in carrying out the homeowner mitigation fund by Prologis L.P. except to the extent that such claims, liabilities, losses or expenses arise from or in connection with any act or omission of Prologis, its officers, directors, or employees.

This agreement will terminate if Prologis fails to perform and this failure remains unremedied fifteen (15 days) after notice in writing.

In witness whereof, the parties hereto have executed this Agreement on the day and year first written above;

**Accepted for the Fiscal Agent (CCA EJ)**

Jim Kegan, Assoc. Director

Authorized signer

8/16/18

Date

**Sponsored Corporation/Organization**

James B. [Signature]

Authorized signer

8-31-18

Date

May 6, 2021

Chairman Ben J. Benoit  
Governing Board  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765



Re: Current and Projected Renewable Natural Gas Supply Potential

Dear Chair Benoit and Members of the Board:

The Coalition for Renewable Natural Gas (RNG Coalition) offers this letter in **support of Proposed Rule 2305: Warehouse Indirect Source Rule** and to provide information about the potential for renewable natural gas (RNG) to effectively supply near-zero emission vehicles (NZEV) in the South Coast Air Quality Management District (SCAQMD).

NZEVs fueled by renewable natural gas (RNG) play an important role in the reduction of greenhouse gas (GHG) and criteria pollutant emissions in SCAQMD and throughout California. Current nationwide RNG supply exceeds existing vehicle demand in the SCAQMD and will likely continue to do so for the foreseeable future, therefore RNG supply should not be thought of as a barrier to additional NZEV deployment in the region.

According to data published by California Air Resources Board (CARB) showing Low Carbon Fuel Standard (LCFS) credit generation for Q4 2020, 98% of California's natural gas vehicle (NGV) fleet is now fueled by RNG.<sup>1</sup> Furthermore, a recent study conducted by Gladstein, Neandross & Associates (GBA) estimates that by 2024 there will be an oversupply of RNG from California projects which could support over 11,700 new NGVs, and that supplies will exceed the current NGV fleet capacity by 10% nationally.<sup>2</sup>

RNG-fueled NGVs are responsible for significant air quality benefits in SCAQMD, and continue to present a unique opportunity for reducing GHG emissions compared to other technologies. According to CARB LCFS data, the average carbon intensity (CI) of RNG (Bio-CNG) used in California is -26.11 gCO<sub>2</sub>e/MJ—the lowest of any low carbon fuel used in California's transportation sector.<sup>3</sup> This CI is likely to continue to decrease over time with the deployment of more carbon-negative RNG.

The long-term supply and GHG benefits of RNG are well substantiated. Our industry has an extensive track record of improving greenhouse gas performance from fueling of NZEVs, and looks forward to continuing in that role. We thank SCAQMD for recognizing both the environmental benefits and ample supply of RNG as a valuable tool for improving greenhouse gas performance of heavy-duty vehicles.

<sup>1</sup> [https://ww3.arb.ca.gov/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary\\_043021.xlsx](https://ww3.arb.ca.gov/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_043021.xlsx)

<sup>2</sup> <https://cdn.gladstein.org/pdfs/whitepapers/report-assesment-california-in-state-rng.pdf>

<sup>3</sup> [https://ww3.arb.ca.gov/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary\\_043021.xlsx](https://ww3.arb.ca.gov/fuels/lcfs/dashboard/quarterlysummary/quarterlysummary_043021.xlsx)

Sincerely,

/s/

Sam Wade  
Director of State Regulatory Affairs  
Coalition for Renewable Natural Gas  
1017 L Street #513  
Sacramento, CA 95814  
530.219.3887  
[sam@rngcoalition.com](mailto:sam@rngcoalition.com)





**CHAMBER OF COMMERCE  
OF THE  
UNITED STATES OF AMERICA**

May 6, 2021

Ian MacMillan  
Victor Juan  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, California 91765-4178  
Sent Via Email: [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov)/[vjuan@aqmd.gov](mailto:vjuan@aqmd.gov)

Electronic Submission

Re: Comments on SCAQMD's Proposed Rule 2305 Warehouse Indirect Source Rule – Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program

Dear Mr. MacMillan:

Thank you for the opportunity to submit comments on the South Coast Air Quality Management District's (SCAQMD) proposed Warehouse Indirect Source Rule (ISR) and Warehouse Actions and Investments to Reduce Emissions (WAIRE) Program. The U.S. Chamber of Commerce strongly opposes the ISR rulemaking as it will impose steep costs on a broad range of businesses whose warehouses provide the goods and services needed to supply not only California's economy, but consumers in many other states as well.

The warehouses in the SCAQMD are part of a complex, interconnected, and global supply and distribution chains that deliver a broad range of goods and services. The logistics industry plays a crucial role in the movement of goods for the 18 million people who live in Southern California, but also to other parts of the country and the rest of the world. According to SCAQMD, the rule would regulate about 750 million square feet warehouse space, and with potential mitigation fees of \$0.90 per square foot as well as other fees, the rule could impose compliance costs upwards of \$1 billion. Imposing this level of costs on the movement of goods will have a major negative impact on the warehousing and logistics sector, and ultimately, be passed on to consumers at the end of the supply chain.

Not only is warehouse and logistics industry important during normal business times, but their services have provided crucial products and services during the COVID-19 pandemic. As e-commerce picked up, the warehouses helped move the goods that stocked our grocery store shelves, ensured vaccines were available, and provided businesses a way to offer their products to consumers with stores being closed. The ISR rule and WAIRE Program would only serve to hamper the efficiency of the warehouse and logistics industry, raising costs on consumer goods that ultimately increasing uncertainty during the current economic recovery.

In addition to being detrimental to the Southern California economy, the rule would also be duplicative of what the California Air Resources Board (CARB) and the U.S. Environmental Protection Agency are pursuing regarding the regulation of emissions from mobile sources. CARB has previously adopted some of the most stringent air quality standards in the country and is

planning to adopt additional air regulations that would cover the types of equipment operated at warehouses. California's supply chain is already one of the cleanest in the country, but CARB's additional efforts will make strides in reducing emissions associated with warehouses. In fact, according to a Ramboll analysis of the proposal, there is little indication that the ISR will deliver NOx emissions reductions beyond those already anticipated to come from CARB regulations.

Although there is more work that needs to be done, air quality has improved dramatically over time both in California and across the country. Los Angeles alone improved year-over-year air quality by almost 11 percent from 2017 to 2018, and another 12% from 2018 to 2019. These improvements have come about as the result technology innovation and collaboration between businesses and government, which we expect to see continue.

Technology innovation for heavy duty vehicles that supply and operate at warehouses is gearing up and will continue to progress over time as more resources are poured into research and development. However, at this time, there is a lack of heavy-duty electric truck offerings and the associated charging infrastructure to support the type of comprehensive adoption called for under the SCAQMD proposed rule and program. Without the needed technology and infrastructure, the program would essentially be implemented through the fee program, levying a burdensome tax on warehouse and logistic operations.

In addition to the concerns raised above, we echo the specific concerns and objections expressed in the following comments, which we herein incorporate by reference as necessary and appropriate to advance and preserve the legal arguments set forth therein: comments submitted by counsel for the California Trucking Association, dated March 2, 2021, and May 4, 2021; comments submitted by a group of over 50 organizations led by the California Trucking Association and the California Chamber of Commerce, dated March 3, 2021; comments submitted by the California Taxpayers Association, dated March 2, 2021; and comments submitted by NAIOP (the Commercial Real Estate Development Association), dated March 2, 2021.

Inter alia, we are concerned that the proposed rule, if made final, would improperly regulate existing sources and mobile sources of pollution in a manner that exceeds the agency's authority pursuant to the federal Clean Air Act and California law; that the rule is preempted by federal law, including the Clean Air Act, the Federal Aviation and Administration Authorization Act, and the Energy Policy and Conservation Act; that the rule would impose an improper regulatory fee or, in the alternative, an improper tax and is otherwise in excess of statutory authority; that the agency has failed adequately to take into account considerations related to feasibility, practicability, and cost (particularly in light of emissions reductions that are being achieved, and will continue to be achieved, because of other regulatory measures, as well as voluntary private-sector measures) and has otherwise failed to rationally explain the proposal and to support it with substantial evidence, consistent with fundamental administrative-law principles; that the rule is independently arbitrary and capricious because it would, in fact, impose requirements with which compliance is not feasible; that the agency cannot make the required findings of necessity, authority, clarity, consistency, nonduplication, and reference that are required by section 40727 of the California Health and Safety Code; that the agency has failed to comply with the California Environmental Quality Act, including by failing to provide a full and adequate description of the reasonably foreseeable effects of the proposal (such as potential increases in specialized hazardous waste, as well as environmental impacts that are intertwined with economic impacts, such as potential utility grid upgrades and other

consequences of dramatic increases in electricity demand), and by failing to provide an adequate opportunity for public comment on the agency's environmental analysis; and that the rule would otherwise be arbitrary and capricious and in violation of law. Like other stakeholders, we reserve our right to challenge the District's legal authority to adopt and enforce the rule on these and any other legal grounds.

We strongly encourage you to reconsider finalizing this proposal and for the SCAQMD Board to not approve these measures.

Thank you for your attention to these comments. Please include these comments as part of the official record for Proposed Rule 2305 (Warehouse Indirect Source Rule) so that all SCAQMD Board Members may have the opportunity to review the above.

Sincerely,

Chad Whiteman  
Vice President  
Environment & Regulatory Affairs



**ATTORNEYS AT LAW**  
13300 Crossroads Parkway North, Suite 410  
City of Industry, CA 91746  
Telephone: 626.269.2980

**James M. Casso**  
**Principal**  
[jcasso@cassosparks.com](mailto:jcasso@cassosparks.com)  
[www.cassosparks.com](http://www.cassosparks.com)

May 6, 2021

**VIA EMAIL: [mwpatrick@aqmd.gov](mailto:mwpatrick@aqmd.gov)**

Dr. William A. Burke  
Board Chairman  
South Coast Air Quality  
Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**RE:** Proposed Rule 2305-City of Industry Comment Letter

Dear Chairman Burke:

My office serves as City Attorney for the City of Industry ("City"), and this letter serves as the City's comment letter, and opposition to the South Coast Air Quality Management District ("SCAQMD") Board's adoption of the proposed Rule 2305 ("Rule").

The City is the economic engine of the San Gabriel Valley and a critical contributor to Southern California's labor market. There are roughly 3,000 businesses in the City generating daily employment for nearly 70,000 people, and annual total sales of over \$31 billion dollars to the regional economy. The largest number of businesses are in the goods movement sector, including: wholesale and distribution (19%), transportation & logistics (15%), and e-commerce (3%) which collectively employ more than 18,500 people. It is estimated that the proposed Rule will apply to approximately 300 businesses in the City. And while the City shares the goals for clean air and supports reasonable green energy policies, it is also incumbent upon SCAQMD to consider the impact of the proposed Rule on businesses and jobs in the region.

In addition to the Rule's potential impact on businesses and jobs, the Rule also suffers a number of legal infirmities. By way of summary, the SCAQMD lacks authority to impose the Rule; the Rule constitutes an illegal tax; the Rule is arbitrary and capricious; and the Rule interferes with local authority over land use matters.

#### **SCAQMD Lacks Authority to Impose the Rule**

Pursuant to the provisions of Section 40440(b)(3) of the California Health & Safety Code, which governs the SCAQMD, the SCAQMD is only permitted to adopt regulations pertaining to indirect sources "in those areas of the south coast district in which there are high-level, localized concentrations of pollutants or with respect to any new source that will have a significant effect on air quality in the South Coast Air Basin". Here, the proposed Rule applies to all warehouses greater than or equal to 100,000 square feet, regardless of where they are located within the SCAQMD and

does not distinguish between new or existing warehouses. The plain language of the Rule clearly exceeds the authority set forth in the SCAQMD's enabling legislation.

The federal Clean Air Act requires each state to adopt and obtain approval of a State Implementation Plan ("SIP") to reduce air pollution in areas that do not meet National Ambient Air Quality Standards. Further, the federal Clean Air Act permits states to include an indirect source review program in their SIPs. (42 U.S.C. §7410(a)(5)(A)(i)). Under the federal Clean Air Act, an "indirect source review program" means "the *facility-by-facility* review of indirect sources of air pollution, including such measures as are necessary to assure, or assist in assuring, that a new or modified indirect source will not attract mobile sources of air pollution...". (42 U.S.C. §7410(a)(5)(D)) (Emphasis added). The proposed Rule does not include a facility-by-facility review, instead, it imposes a blanket fee across all distribution warehouses equal to or exceeding 100,000 square feet, located within the SCAQMD. Further, the Rule is not limited to only "new or modified" warehouses. Therefore the Rule is actually a mobile source rule, and is not an "indirect source" rule, and again exceeds SCAQMD's legal authority.

### **Rule 2305 Constitutes an Illegal Tax**

Under the proposed Rule, a warehouse operator must either implement certain technologies, or pay the SCAQMD a mitigation fee. What the Rule does not take into consideration is the fact that the majority of the options set forth in the Table 3 WAIRE Menu involve the purchase of zero emission and near zero emission trucks, which are not commercially available. Therefore warehouse operators will have no choice but to pay the mitigation fee. And while the SCAQMD contends that it will use the mitigation fees to purchase zero emission and near zero emission trucks, and charging infrastructure, again, the production of these trucks is insufficient to meet the need of warehouses within the SCAQMD. As a result, SCAQMD will collect far more in mitigation fees from the warehouses than what it can spend to purchase the trucks (and the corresponding charging infrastructure is unnecessary).

While SCAQMD may impose regulatory fees, it lacks authority to impose a tax. Here, the mitigation fee constitutes a special tax because the charge imposed exceeds the reasonable costs that SCAQMD will incur to provide the zero and near-zero emissions technologies. (Cal. Const., art XIII C, §1(e)) Further, a special tax cannot be unilaterally imposed by the Board, it must be approved by a two-thirds vote of qualified electors within the SCAQMD. (Cal. Const., art XIII A, §4; Cal. Gov't. Code §53722)

### **Rule 2305 is Arbitrary and Capricious**

While the stated purpose of the Rule is to "reduce local and regional emission of nitrogen oxides and particulate matter" SCAQMD has not quantified the reduction in emissions anticipated as a result of the implementation of the Rule. Further, given that the technologies required under the Rule are not yet commercially available, and therefore cannot be purchased by the warehouses or SCAQMD, the purpose cannot be achieved through the Rule.

When reviewing the adoption of a rule, a court's review is limited to whether the decision was arbitrary, capricious, or entirely lacking in evidentiary support. Under this standard, a court

must ensure that an agency has adequately considered all relevant factors, and has demonstrated a rational connection between those factors, the choice made, and the purposes of the enabling statute. (*Golden Drugs Co., Inc. v. Maxwell-Jolly* (2009) 179 Cal.App.4th 1455, 456.) As set forth above, the stated purpose of the Rule is to reduce emissions, yet the technology required by the Rule is not yet commercially available. Further, SCAQMD has not demonstrated evidence that the Rule will actually result in a reduction in emissions. Because SCAQMD has not demonstrated a nexus between the Rule and its purpose, and the requirements set forth in the Rule are infeasible, the Rule is arbitrary and capricious.


### **Rule 2305 Interferes with Local Authority Over Land Use Matters**

Pursuant to Health & Safety Code Sections 40414 and 40468, no rule implemented by the SCAQMD may infringe on a city's ability to control land use. Under their police powers, cities have the authority to adopt land use and zoning laws which govern the development and land uses in their communities. (*Village of Belle Terre v. Borass*, (1974) 416 U.S. 1.) Cities have complete authority over entitlements for any new development, and such entitlements may include conditions of approval to address the environmental impacts of a project.

In accordance with the California Environmental Quality Act, ("CEQA") (Cal. Pub. Resources Code Section 21000, *et seq.*), cities are required to conduct a review of a development project to determine its environmental impacts. A city also has the authority to adopt mitigation measures to ensure that the impacts are reduced to a level that has a less than significant impact on the environment. Those mitigation measures then become a condition of a particular development. CEQA requires that a city's environmental review include an air quality and transportation analysis. Given that a city is required to conduct an environmental review for each new development project, and to specifically evaluate any air quality and transportation impacts, and prior to approving a project ensure that those impacts are reduced to a less than significant level, the environmental impacts of a warehouse project are already addressed by the city through its entitlement process. Requiring any additional mitigation, such as that set forth in the Rule, infringes on a city's land use authority.

Given the multitude of legal issues surrounding this Rule, the City respectfully requests that the Board refrain from adopting the rule.

Very truly yours,



James M. Casso  
City Attorney

cc: Mayor Moss and Councilmembers  
Troy Helling, City Manager  
SCAQMD Clerk of the Board, via email



May 6, 2021

Sarah Rees, Deputy Executive Officer  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**SUBJECT: Proposed Rule 2305 Warehouse Indirect Source Rule – OPPOSE**

Dear Ms. Rees,

The Valley Industry and Commerce Association (VICA) strongly opposes the Warehouse Indirect Source Rule, Proposed Rule 2305 (PR 2305), which would impose an estimated \$1 billion in annual fees for the warehousing industry and put 100,000 jobs at risk.

California's logistics industry is critical to our economy, supporting an estimated 1 out of every 22 jobs in the state and playing an essential role in our recovery from COVID-19. The entire industry rose to the challenges during this past year, ensuring that vaccines, food, and medical equipment were delivered, all while continuing to adopt strategies that make it one of the cleanest supply chains in the world. PR 2305 would put enormous financial strain on these industries, potentially costing tens of thousands of good-paying jobs and reducing available resources to advance zero-emission technologies.

The Warehouse Indirect Source Rule is an unnecessary and costly provision that will put the responsibility of reducing truck emissions on warehouse operators and owners that do not control truck fleets, making it exceedingly difficult for the industry to comply. While we appreciate SCAQMD's efforts to enhance our regional air quality, the District must work closely with the industry to develop regulations that appropriately address air quality, balance costs, and realistically account for technological feasibility.

For these reasons, VICA urges you to oppose PR 2305, the Warehouse Indirect Source Rule.

Sincerely,

Brad Rosenheim  
VICA Chair

Stuart Waldman  
VICA President

**ALAN LOWENTHAL**

47TH DISTRICT, CALIFORNIA

COMMITTEE ON NATURAL RESOURCES

CHAIR, SUBCOMMITTEE ON ENERGY  
& MINERAL RESOURCES

SUBCOMMITTEE FOR INDIGENOUS PEOPLES OF  
THE UNITED STATES

SUBCOMMITTEE ON WATER, OCEANS, & WILDLIFE

COMMITTEE ON  
TRANSPORTATION & INFRASTRUCTURE

SUBCOMMITTEE ON HIGHWAYS & TRANSIT

SUBCOMMITTEE ON WATER & ENVIRONMENT

SUBCOMMITTEE ON COAST GUARD & MARITIME



Congress of the United States

House of Representatives

Washington, DC 20515

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12912 BROOKHURST STREET  
SUITE 360  
GARDEN GROVE, CA 92840  
PHONE (714) 243-4088  
FAX (562) 437-6434

[www.lowenthal.house.gov](http://www.lowenthal.house.gov)  
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May 7<sup>th</sup>, 2021

South Coast Air Quality Management District,  
Members of the Governing Board  
21865 Copley Dr, Diamond Bar, CA 91765

**RE: Agenda Item #27**

To the South Coast Air Quality Management District Governing Board,

On behalf of the residents of the 47<sup>th</sup> Congressional District of California, I urge you to adopt the Warehouse Indirect Source Rule to ensure communities across Southern California have access to clean air and safe roads. The proposed rule creates opportunities for job creation, investment in state-of-the-art technology, and research that will guide the rest of the country to full electrification.

As the warehouse industry continues to expand in Southern California, we must ensure that their economic growth is not at the expense of the health and safety of the communities we serve. The surrounding neighborhoods are unfortunately experiencing higher rates of asthma, respiratory diseases, and low birth weights. Additionally, many of the neighboring homes and schools are disproportionately occupied by people of color, many of whom have lived in the region long before the arrival of the warehouse and logistics industries.

I encourage the board to prioritize zero-emissions technology and infrastructure, especially when considering the health and climate impacts we are already experiencing today. Additionally, the rule should continue to be strengthened, even after federal and state ozone standards are met. Our communities have suffered from the poorest air quality in the nation for far too long to only aspire to meet the bare minimum air standards. This rule cannot wait, and I urge the board to not delay implementation.

The warehouse and logistics hubs in Southern California have an opportunity to lead the industry and demonstrate a commitment to the planet and community. Through detailed reporting, investments in zero emissions technology, and immediate implementation, the Warehouse Indirect Source Rule will improve air quality and health outcomes for all of Southern California.

Sincerely,

Alan Lowenthal  
Member of Congress



## Carole Wayman

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**From:** Rachael Mason <rachaelmason@gmail.com>  
**Sent:** Thursday, May 6, 2021 10:40 AM  
**To:** COB  
**Subject:** Strong ISR for warehouses!!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I do not want to return to the days where the air pollution of Los Angeles was a national punchline. We deserve clean air and the health of citizens is more important than the profits of corporations.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.  
Rachael Mason  
Los Angeles, CA

Rachael Mason  
[www.rachaelmason.com](http://www.rachaelmason.com)

## Carole Wayman

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**From:** Elease Lui Stemp <eleaselui@gmail.com>  
**Sent:** Thursday, May 6, 2021 3:28 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a mother and a Southern California resident who is deeply worried about our air quality. For the past few years, I've checked the air quality index DAILY to see if it was safe enough to let my child play outdoors. Some days, yes. Many days, NO. We need to actively change this and institute regulations to make the air quality safe and breathable for everyone.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thank you in advance for standing up for **US** this time.

Best regards,

Elease Stemp  
Glendale, CA

## Carole Wayman

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**From:** Kitty Christensen <kchriste618@gmail.com>  
**Sent:** Thursday, May 6, 2021 2:27 PM  
**To:** COB  
**Cc:** Clerk of Board  
**Subject:** May 7th SCAQMD Meeting: PLEASE SUPPORT A STRONG ISR!

**Importance:** High

As a resident of Riverside County, I urge members of the South Coast Air Quality Management District Governing Board to **Vote in Favor of a Strong Indirect Source Rule.**

Sadly, as you likely well-know, the counties in our air district are rated as Failing on every measure of air quality by the American Lung Association. My husband and I have felt these impacts directly. We moved from an urban area to the Palm Springs area several years ago, mistakenly thinking the desert air would improve my husband's asthma and COPD. Little did we know at the time, we were actually moving to one of the worst areas in the country for lung disease, due to air pollution caused by the vast amount of trucking and goods movement across the region. Since we've moved here, my husband has had more frequent emergency room visits, and has needed to increase his medications and inhaler usage. Although we live in a residential neighborhood with few large warehouses in our direct vicinity, even we cannot escape the flow of smog from large warehouses in nearby areas of the county and traffic from polluting gas and diesel trucks using arterial roadways near our home. Both the smog and truck traffic has only worsened with the increased construction of warehouses and deliveries during the pandemic!

**Please use your very important role on the South Coast AQMD Governing Board to protect my family and other families in the air district.** The SCAQMD is way over-due to reign in emissions and pollution from warehouses, large distribution centers, and heavy trucks. It is important for our area to catch-up with the times we live in! Clean energy is the way of the future, and will only create jobs for residents of the county. **A strong ISR will be a Win-Win for both Jobs and the Environment.**

I urge you to support a strong and stringent Indirect Source Rule. A rule that:

- Prioritizes investments in zero emission vehicles and electrification
- Insures any mitigation fees collected are invested in air quality improvement projects in the local areas directly impacted by the polluter
- Will truly achieve the necessary emissions reductions we need in our region

The industry most effected by a strong ISR is currently experiencing exploding profits. Much of this industry's cost-of-doing-business has been passed on to local communities, in the form of rapidly worsening air quality, putting the health of those communities at risk.

I'm a retired public health professional and have been extremely impressed with this area's pandemic-response. I truly hope members of this board will continue to place the public health of the communities they represent at the forefront of decisions and votes – and **Vote in Favor of a Strong Indirect Source Rule!**

Thank you.

Catherine (Kitty) Christensen  
Palm Springs, California  
[Kchriste618@gmail.com](mailto:Kchriste618@gmail.com)

## Carole Wayman

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**From:** Ariel Nazryan <anazryan@gmail.com>  
**Sent:** Thursday, May 6, 2021 3:39 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solutions to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Ariel Nazryan  
Los Angeles

## Carole Wayman

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**From:** Tamsin Rawady <trawady@gmail.com>  
**Sent:** Thursday, May 6, 2021 3:48 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who has two small children and apart from catching COVID, they are most afraid of fires & the horrible air quality in Los Angeles. I am so worried for their future.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Tamsin Rawady  
Los Angeles, 90039

## Carole Wayman

---

**From:** Alan Bell <abell@umbc.edu>  
**Sent:** Thursday, May 6, 2021 11:35 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. [Insert something about why clear air matters to you here]

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Alan Bell  
Santa Monica, CA 90405

P.S. Please do this for all of our grandchildren!

## Carole Wayman

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**From:** Katie Covell <katiehebb1@yahoo.com>  
**Sent:** Thursday, May 6, 2021 12:11 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. [Insert something about why clear air matters to you here]

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Katie Covell  
Los Angeles



## Carole Wayman

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**From:** Norris, Katy <katy.norris@warnermedia.com>  
**Sent:** Thursday, May 6, 2021 12:48 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which is the only solution to the public-health and air quality catastrophe these warehouses have caused.

Thanks in advance for standing up for the people of Los Angeles.

Sincerely,

Katy Norris  
Los Angeles, CA

## Carole Wayman

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**From:** Elisabeth Kiernan Averick <elisabethaverick@gmail.com>  
**Sent:** Thursday, May 6, 2021 1:33 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I weep, more than I'd like to admit, when I think about the pollutants my small children are breathing in, taking in twice the amount adults do because of their small lungs. This worry prevents me from sleeping at night.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. How many more lives must be lost? How many more nights of sleep must I lose? Enough is enough.

Thanks in advance for standing up for US this time.

Elisabeth Averick  
Los Angeles (90039)

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Elisabeth Kiernan Averick

## Carole Wayman

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**From:** Sarah Bassak <sbbassak@yahoo.com>  
**Sent:** Thursday, May 6, 2021 2:53 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. Our children deserve to breathe clean air and a life free of the health issues caused by polluted air.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Sarah Bassak  
Los Angeles

Sent from my mind melder.

## Carole Wayman

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**From:** Devon Bhakta <novedb@gmail.com>  
**Sent:** Thursday, May 6, 2021 2:56 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I have lived all over California and Southern California and have seen the impacts of air pollution firsthand. Air pollution is toxic for Southern Californians and the burden falls disproportionately on communities of color and low-income communities.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Devon Bhakta  
Resident of Los Angeles and Laguna Niguel

## Carole Wayman

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**From:** Grace M. <gracemedrano@icloud.com>  
**Sent:** Thursday, May 6, 2021 2:57 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Grace Medrano  
South Gate

## Carole Wayman

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**From:** Jessica Tardieu <jessica.tardieu@gmail.com>  
**Sent:** Thursday, May 6, 2021 3:01 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. It is such a terrible feeling to have to keep my two young children inside all day long on those all too frequent dangerous air quality days that we've been having more and more of these summers. It is not too much to ask to fight for air quality that is safe enough for our kids to play outside in.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Jessica Tardieu Haines  
Glendale, CA

## Carole Wayman

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**From:** Vicki F <vmfriesen1998@gmail.com>  
**Sent:** Thursday, May 6, 2021 3:02 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I am concerned about the effect that poor air quality will have on my and my neighbors' health in the long term.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes tomorrow (Friday). The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for us.

Sincerely,  
Vicki Friesen  
South Pasadena

## Carole Wayman

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**From:** Sara Hanson <sdhanson@usc.edu>  
**Sent:** Thursday, May 6, 2021 3:05 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I live near downtown Los Angeles. I can see the skyline from my window. Every morning, I wake up and see the city blanketed in smog. I see the city awaken to dirty air. When I step outside, I know I am not breathing clean air—I can see it. I, like my fellow Angelenos, deserve clean air.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Grayson Hanson  
Los Angeles



## Carole Wayman

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**From:** michael macdonald <michael.s.macdonald@gmail.com>  
**Sent:** Thursday, May 6, 2021 3:15 PM  
**To:** COB  
**Subject:** [EXTERNAL]Please take action on Southern California warehouses indirect source emissions

To the SCAQMD board,

I am a Los Angeles resident who is deeply worried about our air quality, and our efforts to take meaningful action on climate change.

I urge the SCAQMD to adopt strong Warehouse Indirect Source Rules when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality impacts these warehouses have caused. Companies behind these warehouses are making record profits while communities are sickening and even dying.

Thanks in advance for standing up for Southern California communities.

Michael MacDonald  
Los Angeles, 90041

## Carole Wayman

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**From:** Barbara Thomas <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, May 6, 2021 3:14 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board;

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward mobility. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.
6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Barbara Thomas  
barbara@economiccoalition.com  
27758 Santa Margarita Parkway, #378 Mission Viejo, CA 92691 Constituent

## Carole Wayman

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**From:** Jonathan Ekno <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, May 6, 2021 3:17 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board;

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward mobility. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.
6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Jonathan Ekno  
jonathan@eknoinsurance.com  
324 S Brea Blvd Brea, CA 92821 Constituent

## Carole Wayman

---

**From:** Heidi L. Gallegos <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, May 6, 2021 3:00 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board;

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Heidi L. Gallegos  
heidi@breachamber.com  
1 Civic Center Circle-2nd Fl Brea, CA 92821 Constituent

## Carole Wayman

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**From:** Clerk of Board  
**Sent:** Thursday, May 6, 2021 5:24 PM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: [EXTERNAL]I support the Indirect Source rule

**From:** Kris Lovekin [mailto:krislovekin@gmail.com]  
**Sent:** Thursday, May 6, 2021 5:04 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** [EXTERNAL]I support the Indirect Source rule

Dear AQMD board,

I'm writing to support the Indirect Source rule for warehouses because it will help clean our air. I am a longtime Riverside resident and our community has suffered too long with smog and the health issues it causes, asthma, CPD and cancer. The Indirect Source rule is good public policy. It offers choices to those in industry to solve the problem in the way that suits them.

Those wide open warehouse roofs need solar panels. Electric charging stations at warehouses will encourage local drivers to go electric. Because of the ways the freeways come together here in the Inland Empire, we have a premium spot for warehouses. As elected leaders, we need you to recognize the power you have to protect the health and well being of your constituents. Warehouses represent jobs, but clean warehouses represent CLEAN jobs.

Our community deserves to be known as a clean and safe place to live and work. This is a reasonable rule, and good public policy. You have an opportunity to make a historic decision that will reshape our community and set an example for other parts of the world.

Thank you,

Kris Lovekin,  
Riverside

## Carole Wayman

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**From:** Indivisible Ventura <indivisibleventura@gmail.com>  
**Sent:** Thursday, May 6, 2021 5:08 PM  
**To:** COB  
**Subject:** Strong ISR now!

To the SCAQMD board,

We are part of a large coalition of Southern California residents who are deeply worried about our air quality. Ventura County air is impacted by numerous fossil-fuel drilling sites, as well as from agricultural operations. Community activism was able to shut down the Mandalay Generating Station, and begin the planned shut down of the Ormond Beach generating plant, both serious source of pollutants to the surrounding neighborhoods.



(<https://www.vcstar.com/story/news/2020/09/18/oxnard-ormond-beach-generating-station-demolition-five-seven-years/3475865001/>)

Our county's residents also fought against a polluting "temporary car storage facility" which would have increased toxic emissions. (<https://www.kclu.org/local-news/2019-10-16/controversy-over-temporary-car-storage-facility-proposed-for-port-of-hueneme>)

Now warehouse and trucking industries are booming in CA, and once again, those living nearest these industrial zones, the poor and minority communities, are paying the price. San Bernardino and Riverside County, which form the bulk of the Inland Empire, consistently rank as having the worst air pollution in the country, according to [the American Lung Association](#). The worst in the country - in environmentally aware CA!

*"Who is ultimately paying the cost of free shipping? Is it the developers building these warehouses? Absolutely not," said Anthony Victoria, a local advocate for the People's Collective for Environmental Justice. "The industry is booming. But the cost is seen through people's asthma, people's cancer and the lack of good jobs."*

*"Families in the Inland Empire are being treated like sacrifices," said Emily Cunningham, a founding member of Amazon Employees for Climate Justice, which is made up of corporate and tech workers at Amazon. "It's as if their lives don't matter as much, and that's wrong and needs to be stood up against. It's unacceptable."*

(<https://www.nbcnews.com/tech/tech-news/treated-sacrifices-families-breathe-toxic-fumes-california-s-warehouse-hub-n1265420>)

These immensely wealthy companies - Walmart and Amazon, are doing small mitigations here and there, with solar roofs and such. But these actions in no way compensate for Amazon's estimated 26 additional flights and 500 truck trips per day, which will collectively emit 1 ton of daily air pollution. (<https://www.sbsun.com/2019/12/06/bernie-sanders-xavier-becerra-urge-faa-to-study-impacts-of-planned-logistics-center-at-san-bernardino-airport/>) People need to breath clean air every day. Not just when these mega-corporations are finally forced to take responsibility for themselves.

CA holds itself as an example to the nation - LEADING the nation in environmental progress. Make this true.

We urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. Make them clean up their own mess. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. These companies can do it if they have to. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Indivisible Ventura - Board of Directors  
Indivisible Ventura  
[Indivisibleventura.org](http://Indivisibleventura.org).

## Carole Wayman

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**From:** Laura Payne <laura.gladwin@gmail.com>  
**Sent:** Thursday, May 6, 2021 2:48 PM  
**To:** COB  
**Subject:** Strong ISR now! Please vote Friday!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I have a young daughter who is growing up breathing the worst air quality in the nation. I worry for her health everyday and wish that I could move her somewhere safer.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Laura Payne  
Los Angeles, 90031



## Carole Wayman

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**From:** Mindy Do <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, May 6, 2021 12:45 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board;

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

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6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Mindy Do  
mindy.do@avatarmachine.com  
18100 Mt. Washington Fountain Valley, CA 92708 Constituent

## Carole Wayman

---

**From:** Carolyn Cavecche <myvoice@oneclickpolitics.com>  
**Sent:** Thursday, May 6, 2021 12:13 PM  
**To:** Clerk of Board  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board;

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

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For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Carolyn Cavecche  
carolyn@octax.org  
701 E Chapman Ave Orange, CA 92866 Constituent

## Carole Wayman

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**From:** Justin Lowery <justin@justinlowery.com>  
**Sent:** Thursday, May 6, 2021 12:07 PM  
**To:** Clerk of Board  
**Subject:** SUPPORT for SCAQMD warehouse indirect source rule

To whom it may concern,

My name is Justin Lowery and my family and I reside in Murrieta, CA, here in the Inland Empire, in Riverside County, just a few minutes from the 215 and 15 freeways. I am writing to express my urgent and strong support, and that of many of those I love and care about, for the SCAQMD warehouse indirect source rule.

I don't know how much more damning evidence needs to pile up that these warehouses and trucks are poisoning our air, sickening our kids with asthma, killing our parents and grandparents with lung cancer and other pollution-induced illnesses, deteriorating our quality of life and the sanctity of our neighborhoods and homes with their nonstop cacophony of diesel truck noise and the choking stench of smog.

These warehouses and the logistics industry have milked our district for millions while we suffer endlessly and our children and parents alike suffer and die at their expense. We must hold them accountable and do everything in our power to clean up our air and create a better world for our children to grow up in. It is the only morally and ethically just thing to do.

I urge you to act accordingly and to do the right thing by supporting the SCAQMD warehouse indirect source rule in this Friday's vote. Don't bow to the pressures of the greedy and those who ignore the very real suffering of others to profit at their expense. Listen to the plight of our children and those who suffer. Act. Our future and that of our children quite literally depends on your doing the right thing this week. We will hold you accountable, and we will not forget how you vote.

Sincerely,  
Justin Lowery

May 6, 2021

Dr. William A. Burke  
Chairman  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

**RE: Rule 2305 – OPPOSE**

Dear Chair Burke,

The Orange County Taxpayers Association (OCTax) **opposes South Coast Air Quality Management District's (AQMD) proposed indirect source rule (ISR), Rule 2305.**

The ISR punishes warehouse operators for trucks that enter and leave their facilities, which is oftentimes beyond their control. Furthermore, it is unclear what impact this will even have on air quality, as the AQMD has yet to outline any quantifiable air quality benefits. This tax disguised as a fee makes is an onerous burden on the warehouse operators without addressing any benefits.

This is not a fee, but by nature a tax. It will not bring any benefit to the warehouse operators. It will also damage the jobs provided by warehouses as well as impact consumers as the cost of this tax is passed down.

Rule 2305 is a tax that will damage not only warehouse operators but consumers without delivering on air quality improvements.

Sincerely,



Carolyn Cavecche  
CEO and President  
Orange County Taxpayers Association

**From:** Amir <amirbadeanlo@protonmail.com>

**Sent:** Friday, May 7, 2021 8:41 AM

**To:** Victor Juan <vjuan@aqmd.gov>

**Subject:** Indirect Source Rule

Good morning, SCAQMD board.

My name is Amir, a resident of San Diego and a member with Inside Sustainability Social.

For over 10 years now, you all, the largest Air Quality Management District in California, has been pondering a life-saving regulation that has the potential to hold the corporate polluters of the logistics industry accountable for the explosion in NOx, ground-level ozone, and particulate matter pollution.

I can only begin to imagine what it would be like if all those cars during rush hour were instead diesel trucks belching out horrible pollution. Additionally, as someone who buys from Amazon and shops online from time to time, I am a stakeholder in this fight.

This is a rule that does not seek to destroy the warehouse industry, but to truly reward those warehouse operators that understand the externalized costs of the logistics industry, and are willing to take concrete steps to remedy that. It weighs this against the unyielding need for environmental justice. Therefore I urge you to pass a Strong Indirect Source Rule today!"

Regards,

Amir

## Carole Wayman

---

**From:** Tom Swenson <tom.swenson@cummins.com>  
**Sent:** Friday, May 7, 2021 8:45 AM  
**To:** COB  
**Subject:** Materials for May 7, 2021 Board Hearing Item #27 - Warehouse Indirect Source Rule

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Cummins is pleased to submit the following supporting materials regarding natural gas engines associated with Board Hearing Item #27 – Warehouse Indirect Source Rule

- Cummins natural gas engine offerings product brochure:  
<https://mart.cummins.com/imagelibrary/data/assetfiles/0063969.pdf>
- Cummins ISX12N renewable natural gas engines features and benefits:  
<https://mart.cummins.com/imagelibrary/data/assetfiles/0064121.pdf>
- Video of ISX12N engine build: <https://www.cumminswestport.com/natural-gas-academy-videos/isx12n>
  - The ISX12N engines are built at our Jamestown, NY plant alongside the diesel version
  - The L9N and B6.7N engines are built in our Rocky Mount, NC plant alongside the diesel versions.
- Video of ISX12N operating in drayage application at San Pedro ports:  
<https://www.cumminswestport.com/natural-gas-academy-videos/renewable-natural-gas-power-at-the-port-of-la>
- Video of ISX12N operating in postal freight hauling: <https://www.cumminswestport.com/natural-gas-academy-videos/natural-gas-power-at-matheson-postal-services>
- Cummins natural gas engines are available from major truck manufacturers, including Freightliner, Kenworth, Peterbilt, Mack and Volvo. These are in full production and not a special order configuration.
- Cummins natural gas engines are production engines and available in any quantity required according to standard industry lead time.
- Cummins natural gas engines are certified to the California Air Resources Board optional low-NOx emission standard of 0.02 g/bhp-hr.
- Cummins natural gas engines are fully compatible with renewable natural gas and biomethane derived from renewable sources.

Tom Swenson, P.E.  
Business Development Manager  
Cummins Inc  
875 Riverside Parkway  
West Sacramento, CA 95605

Cell: (916) 709-9562  
[Tom.Swenson@Cummins.com](mailto:Tom.Swenson@Cummins.com)

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# NAIOP

COMMERCIAL REAL ESTATE  
DEVELOPMENT ASSOCIATION

SoCAL CHAPTER

# NAIOP

COMMERCIAL REAL ESTATE  
DEVELOPMENT ASSOCIATION

INLAND EMPIRE CHAPTER

May 7, 2021

Ian MacMillan, Planning and Rules Manager  
Victor Juan, Program Supervisor  
South Coast Air Quality Management District  
21865 Copley Drive  
Diamond Bar, CA 91765

Sent via Email

Re: Additional Comments on Proposed Rules (PR) 2305 and 316

Dear Mr. MacMillan and Mr. Juan:

NAIOP, the Commercial Real Estate Development Association, represents more than 1,300 members in the SCAQMD jurisdiction, including owners of warehouses and logistic facilities that will be directly affected by PR 2305 and 316 (or "proposed rules"). Our members are involved in work considered to be essential to the population's health and well-being, and the disruptions to the supply chain (discussed below) that will result from these proposed rules could be catastrophic to transmitting food, medicine, etc. to the people who need it.

As a result of these proposed rules our members will be imminently injured and critical supply chains will be interrupted. The socio-economic report does not accurately disclose these impacts. For example, tenants that cannot afford to pay the fees, purchase the necessary truck engines, or install infrastructure will reduce, cease business operations or relocate outside the air district. This will result in increased drayage, shortages of efficient logistics operations and tenant vacancies that would not exist but for the proposed rules. The loss of tenants will reduce income. The proposed rules will increase business expenses caused by the requirements that warehouse operators pay fees, modify buildings and yards to accommodate the infrastructure, and incur administrative costs to comply with the monitoring and reporting requirements. Warehouse owners may lose leasable space and revenue because of the proposed requirements to install infrastructure such as electric vehicle chargers, hydrogen filling stations, yard trucks, and solar panels. In some instances there is simply no room in the yard area to accommodate infrastructure. Collecting data required by the proposed rules from each truck operator before they enter the yard will create traffic jams and increase truck idling.

**NAIOP SoCal 2021 OFFICERS  
AND BOARD OF DIRECTORS**

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PRESIDENT-ELECT  
**Gregory May**, Newmark

VICE PRESIDENT  
**Justin McCusker**, C.J. Segerstrom & Sons

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Corporate Representative  
**Kim Snyder**, Prologis

PAST PRESIDENT  
**Steve Haston**, Lee & Associates - Ontario

Below are additional comments submitted by NAIOP after review of the final package.

### **1. State Implementation Plan (“SIP”) Credit and EPA Approval**

The Board letter for the proposed rules states: “The 2016 AQMP, as approved by the California Air Resources Board (CARB) and the United States Environmental Protection Agency (U.S. EPA), requires the development of many different control measures, including facility-based mobile source measures. PR 2305 and PR 316 would fulfill the requirement for implementing one of those facility-based measures (MOB-03).” [emphasis added.] This statement is not correct. If the AQMD desires emission reduction credit towards attainment of the national ambient air quality standards then EPA approval of the rule SIP submittal is required. EPA may only approve a rule for the California SIP if the rule complies with the Clean Air Act. As addressed in many commenters’ letters, the proposed rules do not comply with the Clean Air Act and as such, may not be used for emission reduction credit.

In the 2016 AQMP, zero emission reductions were claimed for the implementation of Control Measure MOB-03, Emission Reductions at Warehouse Distribution Centers. This means that the 2016 AQMP demonstrated attainment without assuming any emission reductions resulting from MOB-03. Accordingly, the proposed rules are not required.

### **2. Interference with Business Contracts**

Warehouses and logistic facilities do not emit emissions, and do not operate or control the truck emissions. The owners of warehouses and logistic facilities are landlords with only limited influence on their tenants through leases. The AQMD cannot dictate requirements for emissions sources that are not within the control of the owners. The owners do not possess the regulatory authority to impose the requirements in the proposed rules upon the tenants as a regulatory mandate. Any agreements between owners and tenants regarding the proposed rule requirements are private business matters. Thus, several WAIRE menu items are not feasible. As such, the AQMD cannot enforce the proposed rule requirements that are in private agreements, and cannot require owners enforce the requirements for the AQMD. It is more appropriate for the AQMD to establish a voluntary mobile source emission reduction program (VMEP), economic incentive program (EIP) or other voluntary mechanism such as San Joaquin Valley Unified Air Pollution Control District’s Rule 9610.

### **3. Land Use Controls**

The proposed rules will affect local agencies’ land use authority. Cities and counties establish land use patterns and density through zoning and the General Plan. The proposed rules will require an increased need for disposal, electrical generation, refueling facilities, lithium mining, etc. These land uses will need to be approved by cities and counties. However, zoning codes and general plans may not permit the siting of these land uses, and therefore cities and counties will be confronted with a need to modify land use patterns and density to accommodate these uses. As there is a potential for hazardous and toxic materials at these facilities, cities and counties will be advised by the AQMD to buffer sensitive receptors creating incompatible land uses and decreased density.

### **4. Pre-Emption**

The proposed rules are pre-empted by section 209 of the federal Clean Air Act (CAA), which prohibits the adoption or attempted enforcement of any state or local “standard relating to the control of emissions from new motor vehicles or new motor vehicle engines.” 42 U.S.C. § 7543(a). Standard refers to both manufacturing and purchasing mandates. The proposed rules impose a purchasing mandate on operators of warehouse and logistic facilities to purchase trucks meeting certain emission standards, which is pre-empted by federal law.

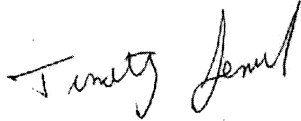


## 5. Dormant Commerce Clause

The proposed rules violate the dormant commerce clause. Only Congress has the power over interstate commerce. States cannot, as the AQMD has done, discriminate against interstate commerce, unduly burden interstate commerce, or enact a law that expressly applies to out-of-state commerce or if it has that practical effect. The proposed rules affect trucks (and cargo being transported) that travel out-of-state. When trucks that have compliant engines travel out-of-state the necessary infrastructure required to refuel the vehicle are not likely to be readily available. Cargo may have to be unloaded at the California border from one truck to another truck that does not depend upon infrastructure necessary to refuel the California-required engines. Due to the above and other issues, the proposed rule violates the dormant commerce clause that will have a substantial impact in interstate commerce and distribution chain.

Due to the significant problems with the proposed rules, NAIOP reaffirms our request that the Board reject the proposed rules.

Sincerely,



Timothy Jemal  
CEO, NAIOP SoCal



Robert Evans  
Executive Director, NAIOP Inland Empire

Cc: Clerk of the Board

## Carole Wayman

---

**From:** Clerk of Board  
**Sent:** Friday, May 7, 2021 3:20 PM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Statement in support of ISR Rule 2305

---

**From:** Hawkins, David [mailto:dhawkins@nrdc.org]  
**Sent:** Friday, May 7, 2021 3:19 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Statement in support of ISR Rule 2305

I'm David Hawkins from the Natural Resources Defense Council. I began advocating for Indirect Source Rules almost 50 years ago, in 1972 and continued that work when I was Assistant Administrator for Air at US EPA in the Carter Administration.

- Warehousing imposes large, unjust burdens on the communities where they are located and along the routes used by their traffic. The staff report shows that many techniques exist to make warehousing less polluting.
- The Federal Clean Air Act and California clean air laws all recognize the importance of agencies like yours taking on these pollution sources. You have full authority to do that.
- I want to join with many other citizens in urging you to adopt a warehouse ISR rule and make it stronger to cut pollution faster.
  
- Thank you

## Carole Wayman

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**From:** Clerk of Board  
**Sent:** Friday, May 7, 2021 10:03 AM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**From:** Jim Gilmore [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Friday, May 7, 2021 10:00 AM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward ability. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.

6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,

Jim Gilmore

[jggil@outlook.com](mailto:jggil@outlook.com)

575 Anton Blvd, Ste 660 Costa Mesa, CA 92626 Constituent

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## Carole Wayman

---

**From:** Clerk of Board  
**Sent:** Friday, May 7, 2021 2:38 PM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

**From:** Rita Elizabeth Tayenaka [mailto:myvoice@oneclickpolitics.com]  
**Sent:** Friday, May 7, 2021 2:37 PM  
**To:** Clerk of Board <Front\_PC@aqmd.gov>  
**Subject:** Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Re: Rule 2305: We OPPOSE the Warehouse Indirect Source Rule

Dear Members of the AQMD Board,

I am writing to you to express my opposition to the adoption of Rule 2305 (Indirect Source Rule).

Warehouses are integral to the Southern California logistics industry. The District's proposed ISR is a misguided policy during the COVID-19 pandemic. The District is pursuing a regulation targeting a sector that serves as a lifeline to our region and the nation and is deemed essential by federal and state governments.

The following reasons highlight our primary concerns with the rule:

1. This rule will impose additional/permanent costs on warehouses that could range in the millions of dollars – which will be passed onto consumers, employees, businesses and elsewhere. The logistics industry is complex and tied to many different industries – the costs associated with this rule will have a ripple effect in the system.
2. The ISR requires warehouses to control what types of trucks make up their fleet or what types of trucks come to their warehouses – which is not feasible. The trucks the SCAQMD is asking warehouses to purchase are not in existence nor can warehouses control what trucks come to their facilities.
3. The approximately 18 million people who live in Southern California rely on warehouses as an integral part of the goods movement system to get them the items they need to survive, like food, medical supplies, clothes etc.
4. Warehouses provide a broad range of jobs for people of every level of education and skillset. Warehouses and the logistics industry offer jobs that lead to upward ability. This job creation is a socioeconomic benefit that the proposed ISR's onerous costs would threaten.
5. Proposition 26 specifically states that governing bodies can only impose a "fee" on a business if that owner will receive a direct benefit from it. Otherwise, it MUST be considered a tax. We strongly believe that the "mitigation fee" associated with this rule is a tax that should be brought before voters.

6. It is unclear how many emissions will actually be reduced as a result of this rule. We believe the district is imposing a burdensome regulation with high costs with little to show for it. This is not how regulations should be adopted.

For these reasons, and more, we OPPOSE Indirect Source Rules.

Sincerely,  
Rita Elizabeth Tayenaka  
rita@rita4homes.com  
25931 PORTAFINO DR MISSION VIEJO, CA 92691 Constituent

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## Carole Wayman

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**From:** Clerk of Board  
**Sent:** Friday, May 7, 2021 2:18 PM  
**To:** Carole Wayman; Faye Thomas  
**Subject:** FW: Warehouse Indirect Source Rule

-----Original Message-----

From: Mallory Cremin [mailto:mallorycremin@gmail.com]  
Sent: Friday, May 7, 2021 2:12 PM  
To: Clerk of Board <Front\_PC@aqmd.gov>  
Subject: Warehouse Indirect Source Rule

Please pass a Warehouse Indirect Source Rule!

For the health of all residents, please pass a rule to reduce the truck pollution from the port to warehouse.

It is urgent to preserve the health as a top priority.

Our air is our life.

Thank you,  
Mallory Cremin  
Idyllwild, ca 92549

Sent from my iPhone

## Carole Wayman

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**From:** Abby Austin <abbycaus@gmail.com>  
**Sent:** Friday, May 7, 2021 10:54 AM  
**To:** COB  
**Subject:** Clean Air is a Human Right

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I'm a resident of Los Angeles, a 23-year old organizer with Sunrise Movement LA, and I'm deeply concerned with LA's air quality. The fact that we have a chance to vote boldly today and electrify warehouses is *huge*. You can make a substantial difference today - PLEASE vote in favor of our health, our planet, and residents of SoCal. Hold polluters accountable.

I urge the SCAQMD to adopt a strong ISR for warehouses. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thank you,  
Abby Austin



## Carole Wayman

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**From:** Patrick Ellis <Patrick.Ellis.445699715@p2a.co>  
**Sent:** Friday, May 7, 2021 12:32 PM  
**To:** COB  
**Subject:** Oppose Proposed Rule 2305 Would Wreak Havoc on Industry

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Members SCAQMD Governing Board,

Throughout the pandemic, the logistics industry has helped keep goods moving and continued to provide local businesses with the items that consumers needed most. But now, I am seriously concerned about a new measure posing a direct threat to their operations — and the effects it would have on businesses like mine.

Proposed Rule 2305 would wreak havoc on an industry that my consumers rely on daily. I strongly encourage you to oppose this measure on behalf of businesses here in Southern California that are doing everything they can to get by.

Regards,  
Patrick Ellis  
34044 Keri Lynn Ave  
Murrieta, CA 92563

## Carole Wayman

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**From:** John Luly <John.Luly.444243405@p2a.co>  
**Sent:** Friday, May 7, 2021 1:43 PM  
**To:** COB  
**Subject:** Oppose Proposed Rule 2305.

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Members SCAQMD Governing Board,

I'm writing to ask that you vote No on Proposed Rule 2305, which would have serious negative consequences on Southern California's economy at a time when our region is looking toward rebuilding from the impacts of the pandemic.

I am one of many Southern Californians who have major concerns about the burdensome regulations included in Proposed Rule 2305. These new rules and penalties would create enormous new costs for businesses, not only putting jobs at risk, but also undoubtedly raising prices on essential goods that families depend on.

I'm urging you to oppose Proposed Rule 2305 on May 7.

Regards,  
John Luly  
1889 Coloma St  
Loma Linda, CA 92354

## Carole Wayman

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**From:** Robotics Robothomies <Robotics.Robothomies.446207278@p2a.co>  
**Sent:** Friday, May 7, 2021 1:20 PM  
**To:** COB  
**Subject:** Proposed Rule 2305 Will Set Us Back

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Dear Members SCAQMD Governing Board,

Southern California is on the path toward recovery from a pandemic that strained our region's economy. But I'm concerned that Proposed Rule 2305 will set us back, which is why I'm writing to urge you to oppose this new regulation when it comes up for a vote on May 7.

Proposed Rule 2305 would be disastrous for our region's logistics industry and put hundreds of thousands of good jobs at risk. They would also result in higher prices for consumers, an unintended consequence that will create even more financial stress on Southern Californian families.

Please protect one of our region's most important industries and vote No on Proposed Rule 2305.

Regards,  
Robotics Robothomies  
Austene Cir  
Moreno Valley, CA 92553

## Carole Wayman

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**From:** Luana Barajas <lbarajas@gmail.com>  
**Sent:** Friday, May 7, 2021 1:03 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I have chronic allergies because of the air quality in LA which cause migraines. This is not normal, this is not ok. My doctor has said unless pollution gets better there is nothing they can do for me. I shouldn't have to live like this.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Luana Barajas  
Fillmore

## Carole Wayman

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**From:** Michael Royce <mikeroyce@me.com>  
**Sent:** Friday, May 7, 2021 1:47 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I find it hard to believe anyone would turn down a way to make some of the worst air in the country (ours) cleaner!

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Mike Royce  
Los Angeles

## Carole Wayman

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**From:** Rachel Kelley <rachelmkelley@gmail.com>  
**Sent:** Friday, May 7, 2021 12:42 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. Especially in my neighborhood of Koreatown which has a lack of trees and greenery, including green spaces like parks. I worry for my children and the many others growing up in this area.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Rachel Kelley  
Koreatown, Los Angeles

## Carole Wayman

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**From:** Me Me <phoenix\_la\_323@yahoo.com>  
**Sent:** Friday, May 7, 2021 12:25 PM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. LA has experienced some of the worst air quality during the pandemic.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Jiyoun Carolyn Park  
Los Angeles

## Carole Wayman

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**From:** Went, Cora M. <cwent@caltech.edu>  
**Sent:** Friday, May 7, 2021 11:58 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. Dirty air is an environmental justice issue and disproportionately affects communities of color.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Cora Went  
Encino

Sent from my iPhone



## Carole Wayman

---

**From:** Koren L. Bell <kbell@larsonllp.com>  
**Sent:** Friday, May 7, 2021 11:54 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. [Insert something about why clear air matters to you here]

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Koren Bell  
Malibu

**Koren L. Bell**  
Partner

.....  
**LARSON** LLP  
555 South Flower Street, Suite 4400  
Los Angeles, CA 90071  
213.516.2468 Direct  
213.436.4888 Office  
213.623.2000 Fax  
kbell@larsonllp.com

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## Carole Wayman

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**From:** Emily Shesh <emily.shesh@gmail.com>  
**Sent:** Friday, May 7, 2021 11:49 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. Our air quality is only getting worse and with all the other environmental changes and it won't be long at all until Southern California is uninhabitable.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Emily Shesh  
Los Angeles, 90027

## Carole Wayman

---

**From:** Jamie Graham <jaimboreie@gmail.com>  
**Sent:** Friday, May 7, 2021 11:43 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I live in the foothills of Sylmar adjacent to the chaparral hills and where the Creek fire was 2-3 years ago, and I was born and raised in the heart of the San Fernando Valley. I grew up with fire-days and smog that would sit in my lungs weeks after the fact and many of my classmates and friends at a variety of my schools had asthma as a result of the air quality in LA. Whenever there is smog, smoke, or any drop in air quality, it is visible from my home and we can smell it heavily in the air, and I see it sit in the valley any time I visit my family. It directly impacts every aspect of my life and the health of those around me, and it weighs deeply on me in the throws of this ecological crisis that this directly contributes to.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Jamie Roe Graham  
Kagel Canyon/Sylmar, 91342

## Carole Wayman

---

**From:** Jason Stinnett <jasongstinnett@gmail.com>  
**Sent:** Friday, May 7, 2021 10:54 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. I grew up in Commerce at the intersection of the Hobart Rail Yard and the I-710 Freeway where I literally played basketball in the shadow of the I-710 bridge crossing the rail yard into East Los Angeles and Boyle Heights.

Also, my mother Madeline died prematurely from COPD after decades of living in Commerce, just like my grandmother Eleanor before her who also suffered the health impacts of the poor air quality along the I-710 corridor which serves warehouses and the Ports of LA and Long Beach.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

This is just one policy piece to protect the health of people both young and old who are paying the real price of free shipping with their lives.

Thanks in advance for standing up for US this time.

Jason Gardea-Stinnett  
Commerce, CA

## Carole Wayman

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**From:** Jeremy S. Santos <jssantos@cpp.edu>  
**Sent:** Friday, May 7, 2021 10:47 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. Clean air matters to me because sensitive receptors who live near warehouses have to deal with heavy pollution from truck trips daily. As Dr. Burke has stated, "You have to take care of the people who do not have the power to take care of themselves. You have to represent them in halls where they sometimes are not represented in. If you do not do that, then you are not really on a life mission that is worthwhile." Please honor Dr. Burke's legacy by continually fighting for clean air for environmental justice communities.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused.

Thanks in advance for standing up for US this time.

Jeremy Santos  
Rowland Heights, 91748

## Carole Wayman

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**From:** NIKKI CHAPMAN <nmchapman47@gmail.com>  
**Sent:** Friday, May 7, 2021 9:08 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. For the sake of our children, we deserve clean air as a basic right.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Nikki  
Los Angeles

Sent from my iPhone

## Carole Wayman

---

**From:** Amir Levi <amirlevimm@gmail.com>  
**Sent:** Friday, May 7, 2021 9:06 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. [Insert something about why clear air matters to you here]

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Amir Levi  
Los Angeles

Sent from my iPhone

## Carole Wayman

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**From:** Don Dwiggin <woollywhale@gmail.com>  
**Sent:** Friday, May 7, 2021 8:59 AM  
**To:** COB  
**Subject:** Adopt a strong ISR for warehouses

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

I am have been a Southern California resident since I was born in 1940, and am deeply concerned about our air quality. As a lifelong asthmatic, I'm always aware of the quality of the air I breathe, and that affects my lungs.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Don Dwiggin  
Northridge

"The economy must exist to serve the people, not vice versa"



## Carole Wayman

---

**From:** Marianna Tekosky <marianna.tekosky@gmail.com>  
**Sent:** Friday, May 7, 2021 8:36 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. As the mother of 3 young children, clean and safe air could not be more important to me.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Marianna Tekosky  
Los Angeles

## Carole Wayman

---

**From:** Brett Briers <brett.briers@me.com>  
**Sent:** Friday, May 7, 2021 8:24 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about air quality. As a mother of toddlers I fret over the how the air affects my Children's development and their futures.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solution to the public-health and air quality catastrophe these warehouses have caused. They are making record profits while we, the people you are supposed to be protecting, are sickening and even dying. Enough is enough.

Thanks in advance for standing up for US this time.

Brett  
Los Angeles

Sent from my iPhone

## Carole Wayman

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**From:** ann bermingham <annbermingham@icloud.com>  
**Sent:** Friday, May 7, 2021 7:54 AM  
**To:** COB  
**Subject:** Strong ISR now!

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

To the SCAQMD board,

I am a Southern California resident who is deeply worried about our air quality. Clean air and water are basic human rights.

I urge the SCAQMD to adopt a strong ISR for warehouses when it votes on Friday. The final rule must be stringent, adopted immediately, and prioritize zero-emissions technology and infrastructure, which are the only solutions to the public-health and air quality catastrophe these warehouses have caused.

Thanks in advance for standing up.

Ann Bermingham  
Santa Barbara

Sent from my iPad