

**American Lung Association of California
Change to Win
Coalition for Clean Air
Communities for Clean Ports
Environmental Priorities Network
Harbor Watts Economic Development Corporation
International Brotherhood of Teamsters
Los Angeles Alliance for a New Economy
Natural Resources Defense Council
Physicians for Social Responsibility
San Pedro and Peninsula Homeowner's Coalition
Sierra Club – Harbor Vision Taskforce
John G. Miller, MD
Chuck Hart**

September 18, 2008

Dr. Geraldine Knatz
Executive Director
Port of Los Angeles
425 S. Palos Verdes St
San Pedro, CA 90731

Richard Steinke
Executive Director
Port of Long Beach
925 Harbor Plaza
Long Beach, CA 90801

Re: Clean Air Now—Not Later!

Dear Dr. Knatz and Mr. Steinke:

As environmental and community stakeholders who have partnered with you to reach the historic October 1 start date of the two Ports' Clean Trucks Programs (CTP), we are deeply concerned that another segment of the goods movement industry is now publicly calling for more delays. We hope you share our view that there is no rationale left for new roadblocks, as the trucking lobby's legal challenge failed to block implementation of the CTP. We applaud the Ports' for your hard work and determination to move the CTP forward beginning October 1. Therefore, we write to strongly urge that you continue to take every action necessary to ensure that this vital, life-saving program to protect public health moves forward as scheduled.

The Clean Air Action Plan was first introduced well over two years ago and the CTP was released in early Spring 2007 with a proposed start date of January 1, 2008. This date has already been pushed back nearly a year. During this time the toxins spewing from port trucks have killed scores of harbor community residents. More delays are unacceptable. Furthermore, postponing

the program will also penalize the driver workforce and the hundreds of companies that have taken the responsible path of complying with clean-air standards on time.

It is universally acknowledged that planned expansion at the Port of Los Angeles — and desired though not approved at the Port of Long Beach — is premised on concrete, enforceable environmental mitigation measures to tackle the air pollution that has plagued harbor area residents for decades. Our agreement regarding the TraPac project, for instance, is predicated on a CTP which is implemented on time, because literally overnight, residents will see close to a 50% drop in diesel particulate matter from trucks once the program begins.

For these reasons, “growth” and “greening” have been linked from the start, and they must remain that way. If work on greening the Ports is not implemented as planned, growing the Ports must likewise cease. Lives depend on critical Clean Air Action Plan programs, and we do not see how any Environmental Impact Reports (EIRs) or expansion at either Port can proceed if those in the industry are allowed to threaten progress on the greening part of the “green growth” equation.

As environmental and community stakeholders, we have a proven track record of working together, and we remain resolute to work collaboratively with both Ports with the goal of a clean and economically-successful Port complex. The Clean Trucks Program is a cornerstone of this effort, and it must begin on October 1 for our green-growth collaboration to succeed.

Sincerely,



Kathleen Woodfield
San Pedro and Peninsula Homeowner’s Coalition

On behalf of:

Colleen Callahan
American Lung Association of California

Tom Woodruff
Change to Win

Martin Schlageter
Coalition for Clean Air

Rupal Patel
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 Chuck Hart