

Congress of the United States
Washington, DC 20515

June 9, 2008

The Federal Maritime Commission
800 North Capitol Street, N.W.
Washington, DC 20573-0001

Dear Federal Maritime Commissioners:

We are writing to express our support for the Clean Trucks Program, a groundbreaking green growth initiative approved by the Port of Los Angeles on March 20. This program will produce sustainable environmental and public health improvements, enhance the efficiency and productivity of port trucking, and reduce congestion, while appropriately placing the financial responsibility for operating and maintaining a fleet of clean trucks on the trucking companies that negotiate haul rates instead of on the truck drivers who are trying to make ends meet. For these reasons, we are encouraging the Federal Maritime Commission (FMC) to give this important clean-air proposal full and fair consideration as it moves towards implementation.

We are aware that the FMC has traditionally limited its consideration of port plans to the question of whether it would decrease the supply of transportation services or increase the costs to shippers. However, as our country grapples with unprecedented new environmental, public health and homeland security challenges, we believe the FMC must also prioritize the public health effects and the security of port operations.

In 2007, the Port of LA was responsible for over 22 percent of all containerized cargo brought into the U.S. by ship, with an estimated value of over \$100 billion, and this trade is expected to more than double by the year 2020. An upcoming National Geographic Society series on the Port of LA appropriately describes it as "America's Port" because of the vital role it plays in our nation's economy.

Over the past decade, the Port of LA has had difficulty increasing its capacity due to legal challenges based on environmental and public health concerns. Port officials have worked diligently to address air pollution problems in order to move forward with delayed infrastructure projects to increase capacity and port throughput. The Clean Trucks Program is a critical piece of this puzzle. In fact, its passage played a vital role in clearing the environmental challenges that had delayed TraPac, the largest terminal expansion project in years, which will now finally be able to move forward.

The California Air Resources Board (CARB) estimates that particulate matter air pollution in the South Coast area causes approximately 5,400 premature deaths, 980,000 lost work days, 2,400 hospitalizations, 140,000 asthma and lower respiratory cases and a significant increase in cancer risks. CARB also has found that port activity will be responsible for about one-third of the South Coast particulate matter pollution in 2014, and nearly half of this air pollution by 2020 statewide. CARB estimates that air pollution costs \$2.3 billion in health care costs annually. The LA Clean Truck program will help decrease pollution in the South Coast area which will have a positive affect on the environment and health of people living and working near the port.

In order to achieve these environmental and public health improvements, a substantial investment will have to be made. Cleaning up port trucking is a \$2 billion problem that requires a sustainable solution so this effort does not have to be repeated in ten years when these 16,000 trucks will need to be replaced again. The LA Clean Truck Program will help ensure that the trucking sector is capable of maintaining a clean fleet of trucks without public subsidies.

Currently five out of six drivers only work for one trucking company at a time and nearly nine in ten drivers own only one truck. These drivers are dependent on the trucking companies for work and after expenses, fuel and insurance, they take home roughly \$29,000 per year and struggle to afford routine repairs and upgrades. This business model would make it hard for these drivers to keep up with the technology updates needed to reduce pollution and improve the environment and public health situation near the port.

We believe that changes to the port trucking system are vital to creating a sustainable clean truck program. A critical component is the transition away from relying on trucking companies that act as brokers, and to licensed motor carriers which take full responsibility for their vehicles and their workers by hiring them.

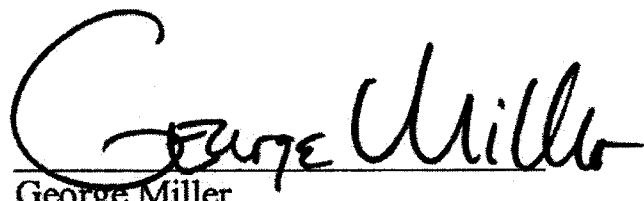
The LA Clean Trucks program will actually strengthen competition within the port trucking industry as well as between port trucking and their retail clients. Since port trucking costs are a relatively small component of overall transportation costs, the increased operational costs required by this program will be far outweighed by the overwhelming public benefits.


As the FMC moves forward in its review of the LA Clean Trucks Program, we hope to work with you to ensure we avoid the huge economic, environmental, and public health costs that would result if this vital program is delayed.


Thank you for your consideration.

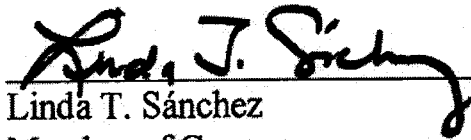
Sincerely,


Loretta Sanchez
Member of Congress

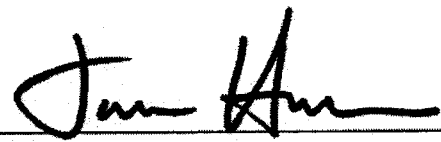

George Miller
Member of Congress


Barbara Lee
Member of Congress

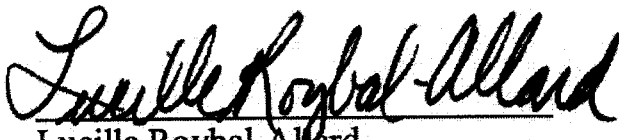

Bob Filner
Member of Congress



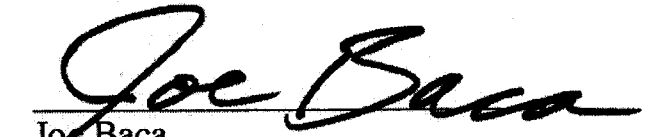
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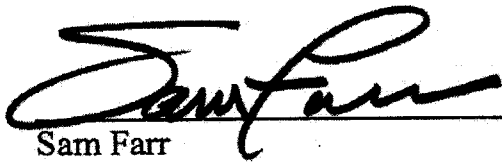
Jane Harman
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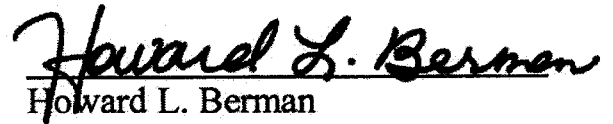
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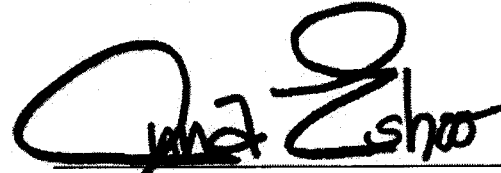
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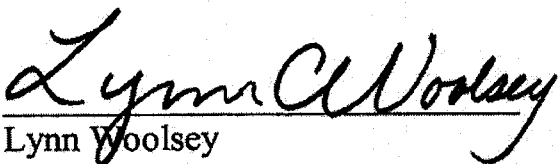
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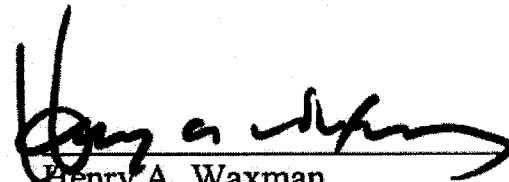
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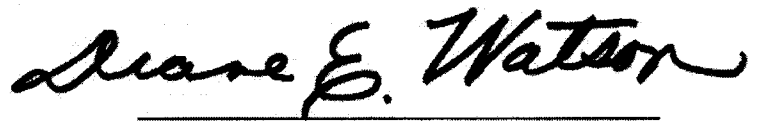
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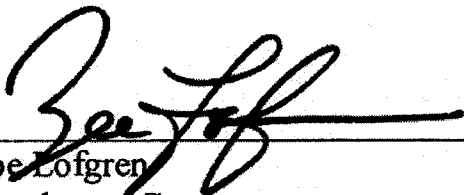
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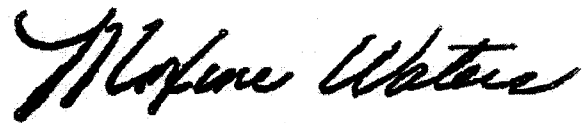
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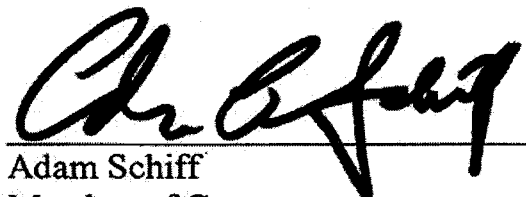
Zoe Lofgren
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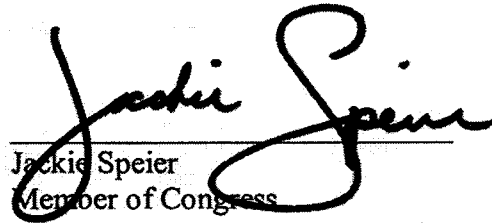
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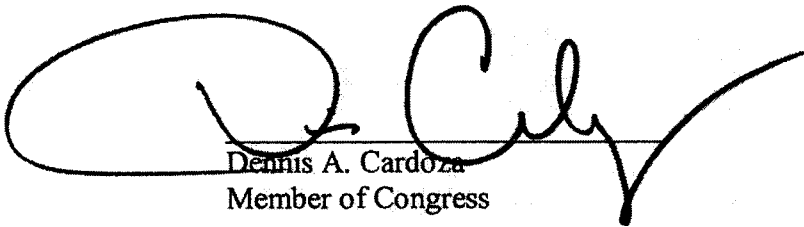
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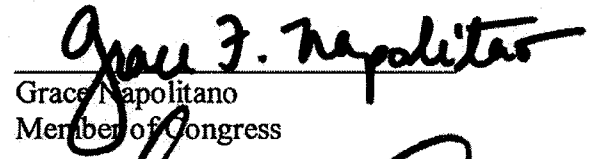
Laura Richardson
Member of Congress



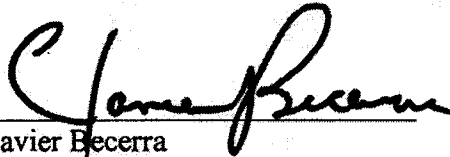
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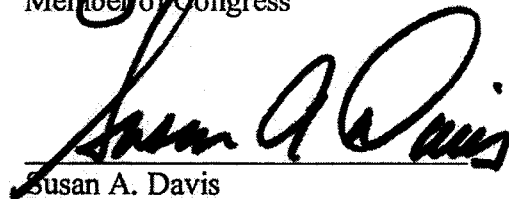
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Grace Napolitano
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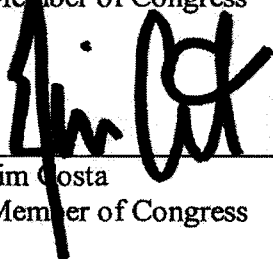
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