

#### About us

- Founded in 1971, Coalition for Clean Air (CCA) is an environmental advocacy 501(c)(3) nonprofit, with offices in Los Angeles and Sacramento
- Our mission is to protect public health, improve air quality and prevent climate change
- Our policy priorities are clean transportation, investments in disadvantaged and low-income communities and stronger clean air protections
- We've also installed over 200 air quality sensors, facilitate a STEM education program and created California Clean Air Day

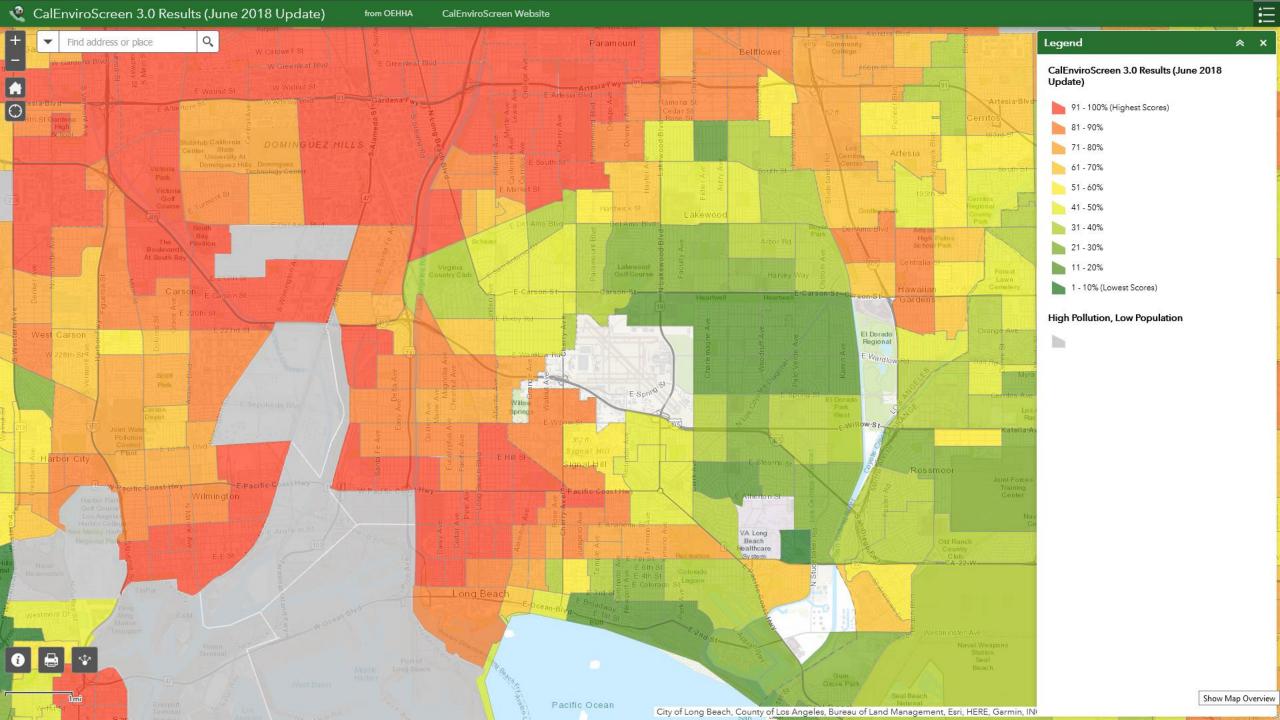
#### Overview

- Transportation is responsible for over 80% of California's smogforming pollutants<sup>1</sup> and nearly 50% of the state's greenhouse gas emissions<sup>2</sup>
  - Transportation is also one of the few economic sectors with <u>increasing</u> emissions, making it more difficult to meet our climate and air quality commitments<sup>3</sup>
- The Los Angeles-Long Beach region has some of the dirtiest air in the nation
  - #1 for worst ozone pollution in the nation, and within the top ten dirtiest cities for both short- and long-term particulate matter exposure<sup>4</sup>
  - The South Coast Air Basin fails to meet multiple Federal air quality standards<sup>5</sup>
  - Much of western Long Beach is designated as part of an AB 617 community<sup>6</sup>

# Communities of color and low-income communities have faced a century of environmental injustice

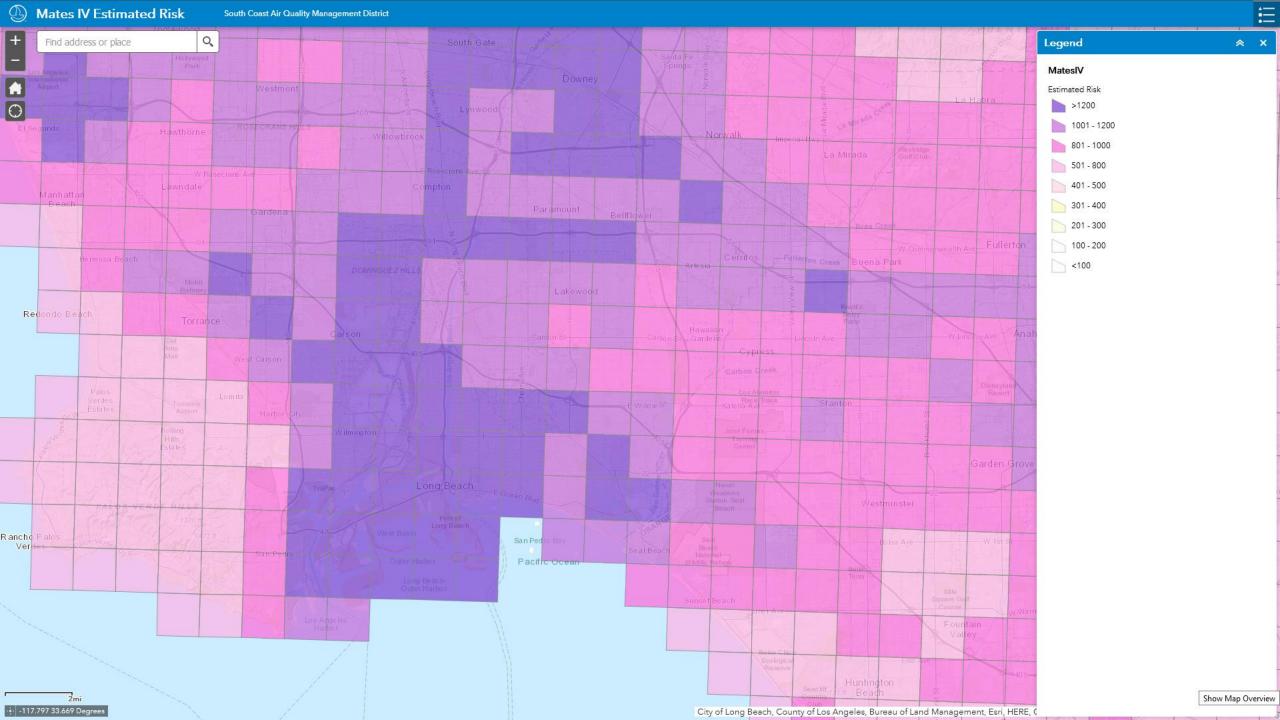
- These communities are often situated near industrial facilities and goods movement corridors<sup>7</sup>
  - National study: Black and Latinx communities breathe in more air pollution, though they create less of it<sup>8</sup>

- Compounded with other factors, life expectancy in poorer, polluted neighborhoods is shorter than wealthier, cleaner neighborhoods
  - 2019 MemorialCare Community Health Needs Assessment<sup>9</sup>
    - Life expectancy in ZIP code 90808: 82.7 years
    - Life expectancy in ZIP code 90813: 74.2 years



## Air toxic cancer risk is highest in communities of color and low-income communities

- South Coast Air Quality Management District (SCAQMD) estimates lifetime cancer risk through its Multiple Air Toxics Exposure Study (MATES)
- 75% of the total air toxics cancer risk in the South Coast Basin is from diesel particulate matter.<sup>12</sup>
  - This is even higher in West Long Beach
- Cancer risk is highest in communities near the 710 and 91 freeways and near oil fields
  - Average air toxic cancer risk for the South Coast Air Basin: 900 in a million<sup>13</sup>
  - Average air toxic cancer risk in West Long Beach: 1,300 in a million<sup>14</sup>
    - South Wrigley: 1,438 in one million<sup>15</sup>
    - The West Side: 1,511 in one million<sup>16</sup>
    - Downtown Long Beach: 1,714 in one million<sup>17</sup>



## A model for local environmental justice investments

- California Climate Investments program
  - Revenues from the state's cap and trade program are placed in the Greenhouse Gas Reduction Fund (GGRF), which must be used to reduce greenhouse gas emissions
    - Maximize air quality co-benefits
- SB 535 (de León, 2012)<sup>19</sup> and AB 1550 (Gomez)<sup>20</sup> minimum investment guarantee
  - At least 35% of Climate Investment revenues need to be spent in disadvantaged and lowincome communities
    - CARB estimate: 61% of CA Climate Investment funds "benefit" priority populations<sup>21</sup>



# Examples of programs funded by the California Climate Investments program?

#### Clean transportation

- Electric vehicle incentives, clean trucks, mobility equity and transit
- Community Air Protection Program (AB 617)
  - Implementation and incentives
- Climate resiliency
  - Urban greening, coastal resiliency, energy efficiency and Transformative Climate Communities program
- Technical assistance to disadvantaged communities
  - Helping community organizations propose and implement grants
- Workforce training

## Recommended framework for Measure US revenues

- Most revenues should be directly invested into Long Beach's disadvantaged and low-income communities, as defined in law.
  - Direct investment versus broader benefit
- There must be community buy-in and ownership of projects and investments
  - Use community feedback to guide program
- A portion of revenues should go to local nonprofits and community benefit organizations working to organize, educate or provide direct services to disadvantaged and low-income communities
  - Example: emPOWER program (LA County) and Tune In and Tune Up (Central Valley)
- These investments should yield quantifiable benefits to the community, as well as avoid harms.
  - Benefits from smaller projects may be harder to quantify

#### Additional considerations

- Scope of funded projects: one or two large projects or multiple smaller projects?
  - Should the city fund a single zero emissions port project? Multiple medium-sized projects like urban greening, walking school buses and idle-free zones? Or provide grants directly to multiple community organizations?
- Who should allocate the funding?
  - The city directly, a neutral entity (e.g. Harbor Community Benefit Foundation), or through community decision-making (Participatory Budgeting?)
- How will these projects build upon other efforts, such as the AB 617 process?
  - Inter-governmental cooperation will be key
- Important to emphasize this is only a first step
  - Program participants and the community should have a clear understanding of the program and its limitations



# Let's clear the air together!



**Contact:** 

Chris Chavez, Deputy Policy Director chris@ccair.org



www.ccair.org