

CF# 10-0468

Item 4

May 11, 2010

To The City Council

Reference: Bradley Waste Management-Sun Valley

Case # CPC 2007-3888-CU-ZV-SPR CEQA # ENV-2001-3267-EIR

State Clearinghouse Number: 2002121027

Councilmembers;

My name is Mike O'Gara I have lived at 9301 Cayuga Ave in Sun Valley for 35 years.

I have been involved with the Bradley Waste Management proposal to expand their Waste Facility for five years and one month, ever since April 2005. I have read thousands of pages of information and attended almost every meeting on this subject, in an effort to educate myself as to what they wanted to do, and the effects of that on my community. I have probably written close to 100 letters on the subject. I have been extremely active in this process and pretty ineffectual.

I have learned a great deal though.

I have learned that people who live in areas with a preponderance of Diesel fueled trucks suffer from an abnormally high rate of respiratory diseases. I have learned from readings from The California Air Resources brochures that in California some of the health impacts over the next 10 years because of Diesel fume emissions will be:

11,000 premature deaths

320,000 cases of asthma related and other respiratory symptoms

1 million nine hundred thousand work loss days. To name only a few of the listed impacts.

The estimated economic value associated with these health impacts would be tens of billions of dollars.

#### **ENVIRONMENTAL JUSTICE**

Sun Valley is one of the most underserved communities in the City. Because of this we have been declared an Environmental Justice Zone.

The applicants Attorney in the PLUM meeting, that their trucks were Carb Compliant trucks. They are. They meet the present specifications of the California Air Resource Board. **THEY ARE STILL BURNING DIESEL FUEL.** It is low Sulfur and reduces a majority of the pollutants **BUT THEY ARE STILL POLLUTING THE AIR IN SUN VALLEY.**

These diesel fueled trucks still KILL people. ( PLEASE SEE THE HI-LIGHTED ATTACHED DOCUMENT FROM THE CALIFORNIA AIR RESOURCES BOARD—ATTACHMENT "A")

Only trucks fueled by Natural Gas such as the Los Angeles City uses DO NOT Pollute.

Waste Management is going to ADD 1800 DIESEL FUELED TRUCK TRIPS a day to their already 1000 truck trips a day--with this proposed expansion.

#### **GREEN WASTE PROCESSING**

I am asking that they NOT be allowed to increase the amount of Green Waste they process. They are presently taking in 1250 pounds a day, They wish to double that and they will NOT enclose that facility. They use a misting system to disguise the smell of the rotting green waste as they process it in the open

air about 200 feet from a main thoroughfare. It seems to work for 1250 tons so I do not object to them continuing that as is.

HOWEVER I believe it is ludicrous to believe that they can double that amount of waste to the requested 2500 tons and this sickly sweet fragrance they spray is going to be able to over power the aroma of that much putrescent Green Waste. I believe strongly that they must enclose this Green Waste Facility, or be restricted to only processing 1250 tons per day

The Crown Disposal Facility has been mandated by the Los Angeles EAD and the Los Angeles City Attorney to enclose their Green Waste Facility because of odors.

There is no demonstrated NEED for increased Capacity to process Green Waste.

#### HOST/TIPPING FEES

I wish to discuss the Tipping/Host fees. I believe the fees for sorted Green Waste and Sorted Recyclables for Non-Compliant vehicles should be increased to 75 cents per ton and the fee for Carb Compliant Trucks should be increased to 50 cents per ton. These trucks are fueled by diesel.

There should be NO CAP on tipping fees which should be PAID INTO A NEW Sun Valley Community Trust Fund and used TO MITIGATE ISSUES OF ENVIRONMENTAL JUSTICE

This new fund should be used for the purposes recommended by the planning Staff in the letter written to the City planning Commission on October 14, 2009

These funds cannot be co-mingled with the old fund which has a stated purpose and should be preserved for that.

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## OVERVIEW OF

# Emissions and Health Impacts from Diesel Trucks and Buses

### *Reducing emissions to protect public health*

Exposure to diesel particulate matter, or soot, is a significant health hazard, particularly to children whose lungs are still developing, the elderly, and those with pre-existing health problems. Diesel vehicle exhaust also produces gaseous pollution which can react in the atmosphere to form additional particulate matter and/or ozone, commonly known as smog. Exposure to smog has similar adverse health impacts.

Most Californians are exposed to unhealthy air quality. The San Joaquin Valley and South Coast air basin are the two areas in the nation that have the farthest to go to meet health based federal air quality standards for particulate matter and ozone. To address these health concerns, ARB adopted a Diesel Risk Reduction Plan in 2000 aimed at reducing diesel particulate matter emissions by 85 percent by 2020, as well as comprehensive plans to reduce smog pollution. More than a dozen actions have been taken to implement these plans. This year, staff is developing a new regulation to reduce emissions from diesel-powered trucks and buses, the largest remaining unregulated source of diesel emissions.

#### **Which vehicles would be affected by the proposed statewide truck and bus regulation, and what would the regulation require?**

The Statewide Truck and Bus Regulation would apply to diesel-fueled vehicles with a manufacturer's gross vehicle weight rating greater than 14,000 pounds and to diesel shuttle buses of any weight class that operate in California. This regulation would apply regardless of where the vehicle is registered and also applies to yard trucks and other vehicles that are not registered. On the other hand, the following diesel vehicles would not be subject to the regulation: motor homes for non-commercial private use, military tactical vehicles, and emergency vehicles.

The regulation would require particulate matter exhaust retrofits in 2010 and 2011, and engine modernization from 2012 to 2022. The regulation would also provide flexibility by allowing fleets to choose a fleet average compliance option, which makes it easier to upgrade their fleets with newer, used vehicles.

#### **What health impacts would be associated with emissions produced by the affected vehicles?**

The diesel emissions from trucks and buses contribute to higher particulate matter levels. It is estimated that these emissions will result in 11,000 premature deaths statewide between 2010 and 2020. Current estimates<sup>1</sup> of health impacts statewide over this period include:

- 11,000 premature deaths
- 2,400 hospital admissions due to respiratory causes
- 4,400 hospital admissions due to cardiovascular causes
- 320,000 cases of asthma-related and other lower respiratory symptoms
- 26,000 cases of acute bronchitis
- 1,900,000 work loss days
- 11,000,000 minor restricted activity days

Staff estimates that the economic value associated with the above health impacts would be tens of billions of dollars.

**What proportion of statewide emissions is produced by the vehicles that would be affected?**

As shown below, emissions from the vehicles that would be affected by the proposed truck and bus regulation are substantial. The vehicles that would be affected by the proposed regulation produce approximately 40 percent of the statewide emissions of NOx and about 32 percent of the statewide particulate matter emissions generated by diesel mobile sources.

**What air quality benefits would the regulations achieve?**

The proposed Truck and Bus Regulation is currently being developed and emission benefits estimates have not been finalized. However, the goals of the proposed regulation and other adopted regulations are to achieve the Diesel Risk Reduction Plan goal of 85 percent reduction in diesel particulate matter emissions and to achieve substantial reductions of NOx emissions and are a key element in achieving healthful air quality.

**For additional information**

Please contact ARB's diesel hotline at (866) 6DIESEL (634-3735) or visit [www.arb.ca.gov/dieseltruck](http://www.arb.ca.gov/dieseltruck).

You may also obtain this document in an alternative format by contacting ARB at: (916) 322-4505 (voice); (916) 324-9531 (TDD, Sacramento area only); or (800) 700-8326 (TDD, outside Sacramento). TTY/TDD/Speech-to-Speech users may dial 711 for the California Relay Service.

**Notes:**

1 Staff is currently updating the methodology for estimating premature death associated with long-term PM exposures. Thus, the estimate for premature deaths will be revised when the methodology is finalized.