

**MONDAY MORNING GROUP OF WESTERN RIVERSIDE COUNTY
ANNUAL ADVOCACY TRIP – WASHINGTON, DC
APRIL 25 – 27, 2023**

**INVESTMENT STRATEGIES/CRITERIA CONCEPTS FOR FEDERAL TRANSPORTATION
AND INFRASTRUCTURE PROGRAMS**

ISSUE: Investing in our nation’s transportation and infrastructure is an opportunity to simultaneously increase U.S. global competitiveness, tackle climate change, reduce air pollution, and address inequities directly impacting environmental justice communities affected by goods movement.

ACTION: Below are investment strategies/criteria concepts that the Monday Morning Group recommend to target transportation and infrastructure investments that will maximize economic, environmental and health benefits:

General Guidance:

- Where funds are distributed through existing programs, agency guidance must be updated to ensure strong consideration is given for climate, air pollution to attain National Ambient Air Quality Standards (NAAQS), and environmental justice.
- For formula allocated programs, require States to update their program guidance to reflect federal focus on climate, air pollution and environmental justice.
- Priority for projects in areas in extreme and/or serious nonattainment for one or more NAAQS.
- Contribution of federal transportation sources within specific areas to ozone and PM2.5 and non-attainment of NAAQS.
- Environmental Justice considerations are prioritized based on population and exposure to air pollution that will benefit from federal transportation infrastructure programs.
- Projects must result in reductions of criteria pollutants necessary to reach attainment of the National Ambient Air Quality Standards.
- For vehicles and equipment, prioritize funding for mobile sources where local or state government has limited or cannot fund project; and
- Projects/locations that optimize infrastructure networks.

For programs specifically designed for nonattainment areas such as the Clean Heavy- Duty Truck or Grants to Reduce Air Pollution to Ports programs:

- Areas classified as “moderate” and above should be prioritized for funding; and
- No less than 50% of the funds for nonattainment areas shall be awarded to projects in the top five (5) worst nonattainment areas for ozone and PM2.5 with Ports.

Additional Considerations for Port-related programs:

- Locations serving first- and last-mile freight near ports and freight hubs.
- Nonattainment areas with greatest intensity and/or increasing levels of goods movement related activity contributing to climate and air pollution.
- The level of contribution goods movement emissions are to an area's nonattainment status.
- Areas classified as “moderate” and above should be prioritized for funding.
- Higher priority for areas with multiple nonattainment pollutants with latest standards or require that port location has at least a nonattainment designation for the 2015 ozone standard or the 2012 PM standards (or future version of the standard).

BACKGROUND: The South Coast Air Basin does not meet federal health-based air quality standards under the Clean Air Act. Emissions related to goods movement in the South Coast Air Basin are the largest source of air pollution contributing to acute and long-term health impacts for our 17 million residents. Air pollution disproportionately affects the health of environmental justice communities near the Ports, highways, railways, intermodal yards, warehouses, and other facilities.

**MONDAY MORNING GROUP OF WESTERN RIVERSIDE COUNTY
ANNUAL ADVOCACY TRIP – WASHINGTON, DC
APRIL 25 – 27, 2023**

Under the Clean Air Act, the federal government is responsible for the reduction of emissions from interstate heavy-duty trucks, oceangoing vessels, locomotives, aircraft, and off-road equipment. South Coast Air Quality Management District (South Coast AQMD), the local air agency, does not have direct authority to regulate mobile sources and the California Air Resources Board has authority to regulate instate emissions from mobile sources.

South Coast AQMD will not meet Clean Air Act requirements to provide an approvable plan to meet the National Ambient Air Quality Standards (NAAQS) without federal action to reduce mobile source emissions. Absent a pathway to an approvable State Implementation Plan, U.S. EPA would be faced with making a finding that could lead to withholding of federal highway funds and sanctions that could impact businesses, including the goods movement complex centered around the Ports of Los Angeles and Long Beach.

Other areas in the nation are increasingly affected by nitrogen oxides (NO_x) and toxic particulate matter 2.5 (PM_{2.5}) emissions from federally regulated mobile sources. U.S. EPA recently redesignated five (5) areas to severe nonattainment for the 2008 ozone standard including New York, New Jersey, Connecticut, and Colorado. Additionally, 22 areas were bumped up from marginal to moderate nonattainment of the 2015 ozone standard.