



April 25, 2025

The Honorable Isaac Bryan
Chair, Committee on Natural Resources
California State Assembly
1021 O Street, Suite 5630
Sacramento, CA 95814

**RE: AB 914 (Garcia, R): Pollution Hotspots Solution Act
SUPPORT – As Amended March 24, 2025
Set for Hearing April 28, 2025 – Assembly Natural Resources Committee**

Chair Bryan,

The undersigned organizations write in support of AB 914 (Garcia, R), which will equip the state of California with critical regulatory tools to clean up air pollution. This legislation affirms the California Air Resources Board’s authority to regulate “indirect sources” that attract activity from polluting vehicles and equipment. Californians breathe some of the dirtiest air in the country and ports, warehouses, and other freight hubs — with the polluting diesel trucks and equipment that serve them — are major culprits. This bill provides a crucial pathway to slash this dangerous pollution.

While the California Air Resources Board has a long history of adopting vehicle emission standards to reduce pollution, many Californians still breathe unhealthy air. Local air districts have explicit authority under state law to further reduce air pollution through the regulation of indirect sources. Examples of indirect sources include warehouses and commercial marine ports, all of which attract a significant amount of traffic. Emissions associated with these indirect sources include localized toxic diesel pollution, which disproportionately harms nearby communities, and other pollutants that contribute to regional air quality issues, such as smog. This pollution has a disproportionate impact on communities of color, who are exposed to as much as 43 percent more particulate matter pollution. Exposure to this pollution is correlated with higher rates of asthma, lung and heart disease, and cancer.

While local air districts in California have explicit authority under state law to adopt indirect source rules (ISR) and reduce this pollution, only a few air districts have pursued such regulations and only two air districts have adopted indirect source regulations that require emission reductions from these sources. Existing ISRs are local in nature, and the associated health benefits are limited to those regions that have taken steps to adopt regulations. AB 914 will build on the success of existing regional ISRs and expand existing public health benefits to all communities.

Not only do ISRs improve our air, but they have a proven track record of spurring clean transportation projects: two air districts in California opted to clean up pollution with these policies, and the model is working. In 2021, Southern California's Air District passed an ISR to tackle pollution from huge complexes of warehouses, and the program is ahead of schedule with hundreds of new zero-emission, heavy duty trucks and truck charging stations deployed in the last two years, ultimately helping to shape the goods movement system of the future.

These commonsense rules work by providing companies with a flexible menu of clean solutions they can invest in over time to reach targets set by air regulators. The solutions can range from acquiring zero-emissions trucks and equipment to building charging infrastructure, installing solar panels, placing air filtration systems in local schools and hospitals, and so on.

While much of the U.S. is at a polluting standstill, California must move forward with the rest of the world. We need a strong Air Resources Board that is well-equipped with good tools to protect California's air quality and health. For all these reasons, we request your "aye" vote on AB 914.

Sincerely,

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Earthjustice

Gracyna Mohabir
California Environmental Voters

DeForest Barnette
CCA EJ

Ashley Arax
Clean Air Task Force

Suzanne Hume
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