



ALAMEDA COUNTY HEALTH CARE SERVICES AGENCY
PUBLIC HEALTH DEPARTMENT

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June 12, 2009

Board of Commissioners
Port of Oakland
530 Water St.
Oakland, CA 94607

RE: Include a Truck Ban on the Comprehensive Truck Management Program

Dear Port of Oakland Board of Commissioners:

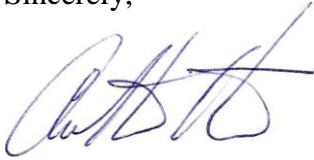
The Port of Oakland's bold proposal to include in the Comprehensive Truck Management Program (CTMP) a ban on all trucks that do not comply with California Air Resources Board's (CARB) emissions regulations served as a clear signal of the Port of Oakland's commitment to improving air quality and health outcomes in West Oakland. First and foremost, I am writing to thank Executive Director Mr. Omar Benjamin and the Commissioners who supported the truck ban for their leadership on this issue. A CTMP with a truck ban will lead to immediate improvements in worker and community health. We encourage the Board of Commissioners to pass the CTMP with the proposed truck ban at your June 16th meeting.

Given the public health crisis facing West Oakland, the immediate health benefits of the CTMP with the proposed ban on all trucks that do not comply with CARB's regulations are vital. As you are aware, West Oakland asthma hospitalization rates are 2.3 times the County average and West Oakland residents experience a 2.5 times greater lifetime risk of cancer than Bay Area residents in general, in no small part due to dirty diesel trucks. Luckily, there is a clear solution to reducing the health risks facing West Oakland: eliminate dirty, polluting trucks' access to the Port of Oakland. Treating people with inhalers, steroids and other clinical interventions can help West Oakland residents manage the debilitating consequences of chronic lung inflammation and injury. However, it is only through long term policy changes such as the proposed truck ban that we will be able to prevent the disproportionate concentration of disease in West Oakland.

While the truck ban represents an immediate, short term solution to the public health crisis created by dirty trucks, the Port of Oakland must commit to implementing a long-term solution as well. The Alameda County Public Health Department supports economically viable solutions in which the cost of airborne toxins and carcinogens is not borne by low-income truck drivers. The Beacon Economics' recommendation represents such a solution, and as such, we urge the Board of Commissioners to support the resolution affirming Beacon Economics study's recommendations regarding the employee-based port trucking system.

In closing, on behalf of the Alameda County Public Health Department, I would once again like to thank Executive Director Benjamin and the Commissioners who supported the truck ban for their leadership on this issue and to encourage the full Board of Commissioners to pass the CTMP with the truck ban on all trucks that are not compliant with CARB regulations. We also strongly encourage the Board to adopt the resolution supporting a trucking model that protects worker and community health in the long-run, as well as the economic viability of the Port of Oakland, such as the employee-based model recommended in Beacon Economics' report.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Anthony Iton', with a stylized flourish at the end.

Anthony Iton, MD, JD, MPH
Director and Health Officer
Alameda County Public Health Department