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Port Communities Overwhelmingly Support Clean Trucks Program

To: Interested Parties

From: Greenberg Quinlan Rosner Research

Voters in communities surrounding the Ports of Los Angeles and Long Beach overwhelmingly support the Clean Trucks Program, which would cut diesel emissions from trucks at the ports. They believe action must be taken to address the negative health effects caused by pollution at the ports and they support this proposal as part of the solution.

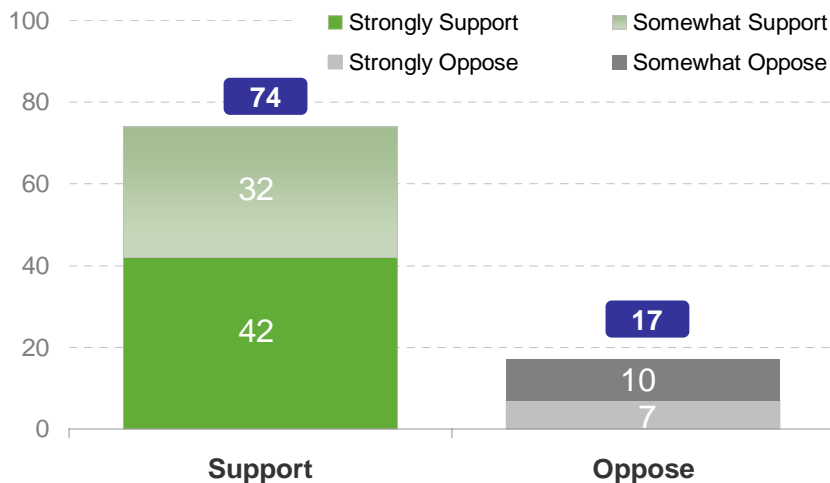
A survey of 503 registered voters in the cities of Long Beach, Signal Hill and the Los Angeles neighborhoods near the ports¹ found that three in four voters (74 percent) favor the proposal, compared to only one in six (17 percent) who oppose it. Support is strong across ethnic lines, as more than seven out of ten whites (71 percent), African-Americans (77 percent) and Latinos (81 percent) favor the measure. Democrats (80-14), Republicans (62-25) and voters unaffiliated with either party (75-16) all support the measure by greater than two-to-one margins.

Support for Clean Trucks Program is Strong

Voters Support Port Truck Driver Reforms

This proposal would cut diesel emissions from trucks at the Ports of Los Angeles and Long Beach by 80 percent over the next five years by only allowing low-emission diesel trucks to enter the Ports. It would require nearly 16 thousand older trucks to be replaced or upgraded with cleaner technology. In addition, the proposal would re-classify all port drivers as employees of trucking companies, instead of independent contractors, and have the trucking companies be responsible for maintaining and upgrading the trucks instead of the drivers.

From what you have heard, do you favor or oppose this proposal?



¹ Greenberg Quinlan Rosner Research conducted a survey among 503 registered voters from August 15-20, 2007, from the cities of Long Beach and Signal Hill, and the Harbor City, San Pedro and Wilmington neighborhoods of Los Angeles. The margin of error for the survey is +/- 4.4 percent.

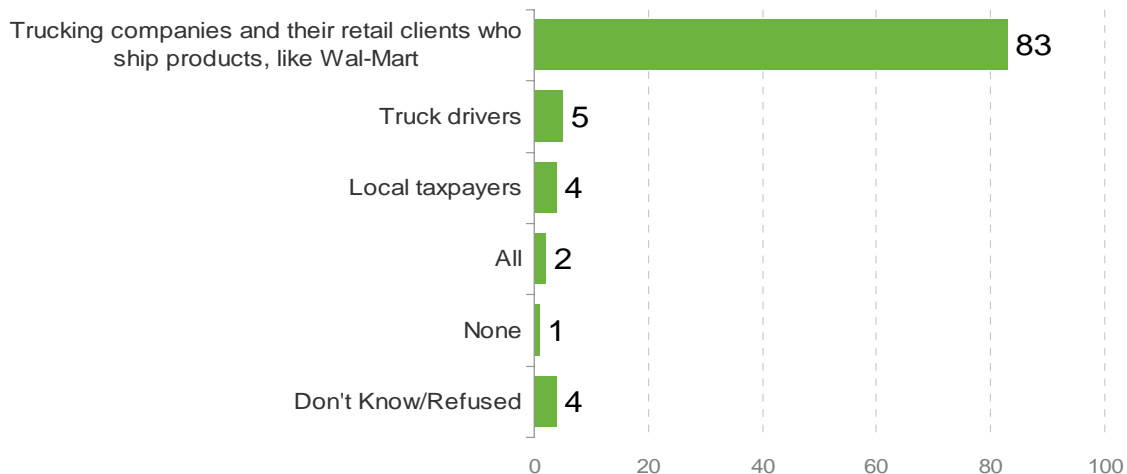
Voters Support Change To Make Trucking Companies Responsible for Upgrading Trucks to Meet Environmental Standards

The Los Angeles Times reported that the ports “spew more soot and smog than half a million cars, a refinery and a power plant combined,” and between 30 and 40 percent of that pollution is produced by trucks at the ports. Dramatically higher rates of cancer, asthma, bronchitis and other ailments have been linked to those emissions.²

The survey makes clear that voters want the Harbor Commissioners to take action to reduce pollution coming from the ports by passing the Clean Trucks Program. It is even more clear that voters believe the costs of implementing this proposal should be paid by the businesses which profit from their operations at the ports.

Five out of six voters (83 percent) agree that the trucking companies and their retail clients should be responsible for the costs of replacing or upgrading the trucks to meet environmental standards, compared to only one in 20 (5 percent) who think the port truck drivers should bear the costs, as is now the case. As the *Chicago Tribune* reported, “The (drivers) claim they are little more than non-payroll employees of the freight firms but are responsible for all the costs of their truck.”³

If this proposal passes, which ONE of the following do you think should be responsible for paying the cost of replacing old trucks and upgrading newer trucks to meet the new environmental standards?



Again, voters of all political persuasions agree. Eighty-five percent of both Democrats and unaffiliated voters, and 79 percent of Republican voters, believe the trucking companies and their clients should be responsible for paying the costs of replacing old trucks and upgrading newer trucks to meet the new environmental standards.

² Louis Sahagun and Ronald D. White, “Port drivers steer toward clean-truck program,” *The Los Angeles Times*, June 6, 2007.

³ Stephen Franklin and Darnell Little, “A hauling overhaul,” *Chicago Tribune*, December 17, 2006.