



September 22, 2025

Governor Gavin Newsom
1021 O Street, Suite 9000
Sacramento, CA 95814

Re: VETO SB 34 (Richardson) Air Pollution: South Coast Air Quality Management District: Mobile Sources, Public Seaports
As Amended July 16, 2025; Enrolled September 17, 2025

Dear Governor Newsom,

On behalf of the undersigned organizations, we write to express our continued strong opposition to SB 34 (Richardson) — a bill that would undermine the South Coast Air Quality Management District’s (SCAQMD) authority to address harmful air pollution from the Ports of Los Angeles and Long Beach—the largest fixed sources of air pollution in the region and major contributors to smog in one of the most air-polluted areas in the nation.

Air pollution has spurred a public health and affordability crisis throughout the state. This pollution raises the risk of serious health problems, including asthma, damage to lungs and airways, heart attacks, cancer, and even early death. These health impacts are costing families, driving up spending on healthcare and pricey prescription respiratory medicines, and forcing many residents to miss days of work and school as a result of pollution-triggered illnesses. Last year, the average retail price of a common asthma inhaler, albuterol, was \$98. In 2022, Californians had 14,118 asthma hospitalizations and 125,113 emergency room visits for asthma, with yearly asthma costs estimated at \$13 billion.

SB 34 does more harm than good and must be stopped for the following key reasons:

SB 34 Creates Unnecessary Hurdles. The bill is overly broad, creating hurdles that weaken the air district’s ability to protect 17 million residents in the South Coast Air Basin by blaming any regulatory action for all slow downs at the ports, even without evidence.

SB 34 Impedes Local Control. The bill would discourage the air district from developing a comprehensive regulatory strategy for port-attributed emissions—thwarting the open and transparent rulemaking process that currently exists.

SB 34 Limits the Region’s Ability to Reach Attainment of Air Quality Standards. The Air District cannot afford to lose any tool to reduce emissions if it has any hope of reaching attainment of federal and state air quality standards. Continued non-attainment risks losing billions in federal highway dollars—a threat the current administration has made in the past.

These limitations come at the worst possible time. Just as the Trump Administration attacks California's clean vehicle standards, SB 34 will set limits on the local air regulator responsible for cleaning our air at a time when it must use every tool available to address the air quality and public health crisis brought on by port pollution.

SB 34 would set a dangerous precedent eroding SCAQMD's authority and paving the way for similar attacks on air districts across the state, eroding California's long-standing system for regulating air pollution and improving air quality throughout the unique air basins in our state. These concerns are real and have led the California Air Pollution Control Officers Association (CAPCOA) and the Bay Area Air District to oppose this bill.

For these reasons we urge your **VETO** on SB 34. Please reach out to Mark Fenstermaker (contract lobbyist for Earthjustice) at mark@pacificpolicygroup.com for any questions.

Sincerely,

David Diaz
Active San Gabriel Valley

Will Barrett
American Lung Association

Janielle Chris Torregosa
Asian Pacific Environmental Network

Susan Jordan
California Coastal Protection Network

Melissa Romero
California Environmental Voters

Barbara Sutter
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