



December 13, 2007

Antonio Villaraigosa  
Mayor  
City of Los Angeles  
200 North Spring  
Street, Rm 303  
Los Angeles, CA  
90012

Robert Foster  
Mayor  
City of Long Beach  
333 West. Ocean  
Blvd., 14th Fl.  
Long Beach, CA  
90802

Ron Dellums  
Mayor  
City of Oakland  
1 Frank Ogawa  
Plaza, 3rd Fl.  
Oakland, CA  
94612

Dear Mayors Villaraigosa, Foster, and Dellums:

I write to congratulate you for your leadership in tackling the challenges of the environmental side effects of global trade, and in particular your support for a program proposed in the Los Angeles and Long Beach Ports.

The Clean Trucks Program is an outstanding model to help port cities ensure that those who suffer the negative consequences of trade are also able to enjoy its benefits. If we allow deadly diesel pollution to kill vulnerable residents of port communities, and stand by while trade related jobs pay poverty wages, we will have failed as stewards of the American economy.

The Clean Trucks Program is an example of innovative public leadership that recognizes the link between our environment and the economy. Currently, the trucking companies that operate at the port put all the financial risk and environmental responsibility on the backs of individual truck drivers. These drivers, commonly misclassified as "independent contractors," take home roughly \$29,000 per year with no benefits and are in no position to shoulder the burden of cleaning the air.

The model not only sets tough standards to clean up diesel emissions, and provides generous subsidies for vehicle purchase and retrofit, but also seeks to make the entire program sustainable by shifting responsibility from the individual drivers to the trucking companies and their economically powerful retail clients. In particular, by requiring that drivers be statutory employees, the plan will ensure that the goods movement industry is held accountable for cutting truck pollution, and allowing the ports to meet environmental compliance targets required for further growth.

Clear accountability will also help make our ports safer. Currently the chaotic port trucking system exposes our nation to the risk of terrorist attacks that could endanger thousands of human lives and cost billions of dollars. The Clean Trucks Program will

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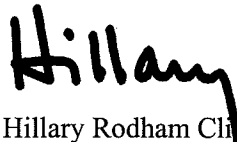


allow the Ports to restrict entrance to motor carriers it recognizes as safe while simultaneously forcing motor carriers to take full responsibility for every truck entering the port.

In spite of complaints from some in industry, it is clear that in the end, most businesses will benefit from a port trucking industry that can afford to meet the enormous challenges of the projected increases in trade in the coming years. Adopting this plan will make it possible to internalize the costs of pollution and low-wage jobs in the rates paid by cargo owners to trucking companies, using market forces to secure long term solutions.

I urge you to work with the Harbor Commissioners in your respective cities to pass a strong Clean Trucks Program with the cleanest available technology and a rapid transition to employee status to meet emissions reductions targets. You will be taking the first step toward a win-win solution that would clean the air for harbor communities, allow the ports to grow and prosper, and give drivers and their families a chance at the American Dream.

Sincerely,

A handwritten signature in black ink that reads "Hillary". The signature is written in a cursive, flowing style.

Hillary Rodham Clinton

CC:

David Freeman, President, Los Angeles Board of Harbor Commission

Mario Cordero, President, Long Beach Board of Harbor Commission

Anthony Batarse, Jr., President, Harbor Commissioners, Port of Oakland

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