

From: [Bob Kimball](#)
To: [Nathan Perez](#)
Subject: Perris Airport Logistic Center - RE: PLN 22-05046, DPR 22-00005, CUP 23-05107I
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2023 November 17

Subj: Perris Airport Logistic Center
Attn: Nathan Perez, nperez@cityofperris.org

RE: PLN 22-05046, DPR 22-00005, CUP 23-05107I

I want to talk about what was not said in the Perris City Council meeting over the warehousing that's supposed to be built around Perris Airport. The first and most important thing is the dangerous chemicals that are getting laid onto the ground, the solids that get omitted into the air from these Class 6, 7, and 8 heavy diesel trucks and semis.

The first and the most important is the tire dust. It has a chemical in it called 6PPD-quinone. It's a toxic chemical released from automotive commercial truck tires that ends up in the roadway dust that runs into the streams, it kills fish. It kills fish within 24 hours. In Seattle there was a salmon farm. The farm was killed from toxic tire dust. As of January 25th, 2023, the salmon fishermen are now in the process of going after the tire companies.

6PPD-quinone is a toxic chemical that the tire companies use to get the rubber to adhere to each other. And of course, when the tires wear out, it turns into a dust, and lays onto the ground. Water runoff runs it into the streams. A semitruck going down the road will pick this up into the air from the vacuum behind the truck. Any vehicle will do that. Once it's into the air, you have the wind to travel this into everybody's backyards, into their houses, and everybody breathes it and it gets into your lungs and you get cancer. That's just one of the many toxins omitted off these trucks, the solids that hit the ground.

The next one that's right in line with it is brake dust. Brake dust is a metallic carbon. It's next to asbestos. It's a solid, needle-sharp, microscopic that's in the air and you breathe it into your lungs. And, again, your lungs can't dissipate it. It works its way into the lining of your lungs and it turns into cancer. It's a strong very carcinogenic solid. Very poisonous.

The next one in line of course is the diesel exhaust. The diesel exhaust has got many poisons in it; carbon monoxide, sulfurdioxide, benzene. It's got 1, 3-butabiene, sulfuric acid, nitrogen oxides, trace metals, cadmium, and hydrocarbons which is a solid that floats when omitted into the air, hits the ground, and gets

picked back up and floats into the air again. When the wind gets a hold of it, it takes off and it goes right into the people's houses, backyards, et cetera. It is a very bad poison.

The Port of Long Beach quite a few years ago would not let a truck older than 2012 into the port because of the heavy concentrate in the Class A heavy tractors. The more the engine works pulling those heavy loads in a concentrated truck area, you get more hydrocarbons and solids shot into the air, poisons.

A month ago, the Port of Los Angeles ruled no heavy class A semitrucks 2016 and older allowed in the port. Any truck 2017 and newer with more than 800,000 miles is not allowed into the port because the emission systems are worn out. The trucks keep running, but they are now back to being a gross polluter.

So, the federal government came up with all these federal standards of omissions to protect that. The way it is now, the omissions break down, they fail. The owner operators instead of spending thousands and thousands of dollars to the trucking companies to repair this, they bypass them simply from a computer adjustment to hollowing out particular filter so the exhaust goes through without getting trapped and plugging up the filter and making the engine fail. It is thousands of dollars to repair that.

They simply bypassed it with a computer reprogramming or they modify the exhaust, the particulate filter trap. The hydrocarbons, the VOCs, they all are a solid. They're all poisonous and one of the biggest factors for lung disuses. The developers don't care about that and just want to line their pockets. The developers want to put up this gigantic sound wall that's going to do nothing but cause lift from the winds and the trucks speeding down the road causing the vacuum, lifting these solids off the ground, putting them up into the air. They flow over the sound wall and away they go.

They are in the air zone, the float zone and away they go. They are in everybody's backyards or front yards, the windows are open, they are in the houses. The kids, the parents, the grandparents, everybody is breathing this stuff and it's a poison.

When they concentrate this many trucks in to pass a residential area and claim they have a truck route, a designated truck route, that does not work. Truckers from out of town, they don't know that route. Their GPS sends them right into this multimillion square foot warehouse to get a load and away they go. The developer says, well, the cities have got to patrol the roads. That's not going to do any good. Truckers come in on their GPS on the most direct route. Non-truck routes don't make any difference to them.

Again, so many of these truckers bypass these emissions systems that are supposed to work. That does not work. So I hope you guys can understand this. For any more information, contact the Air Quality Management District, AQMD, in Brea. Anybody there will answer the phone and be more than happy to help you with any specific information on what I just explained.

Thank you,

Local Resident
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