

From: VTA Board Secretary
Sent: Monday, April 23, 2018 3:40 PM
To: VTA Board of Directors
Subject: From VTA: April 23, 2018 Media Clips



Daily News Coverage for Monday, April 23, 2018

1. [BART Silicon Valley Train Testing](#)

BART Silicon Valley Train Testing

(Links to video)

[KTVU](#) noon

[KTVU](#) morning show

[ABC 7 News](#) morning show

[ABC 7](#) 11 am

Conserve paper. Think before you print.

From: VTA Board Secretary
Sent: Tuesday, April 24, 2018 12:19 PM
To: VTA Board of Directors
Subject: From VTA: April 24, 2018 Media Clips



VTA Daily News Coverage for Tuesday, April 24, 2018

1. [Why BART pulled a 180 on the San Jose subway project \(Silicon Valley Business Journal\)](#)
2. [BART Train Testing \(multiple broadcast outlets\)](#)
3. [BART launches new train-testing phase on Berryessa Extension \(Passenger Railroading\)](#)
4. [VTA Pilots Smart Charging System with Rollout of New Electric Buses \(Mass Transit Magazine\)](#)

Why BART pulled a 180 on the San Jose subway project (Silicon Valley Business Journal)

BART's board of directors will meet Thursday and likely ratify a tunnel concept for San Jose's subway that the transit agency originally opposed.

The single-bore tunnel method that it's likely to greenlight has long been favored by the Valley Transportation Authority, as well as City Hall and San Jose's business community, which favors the fact that the construction process is likely to cause far less surface disruption downtown than the traditional double-bore method.

A month ago, there was no indication that BART planned to drop its insistence on the double-bore method for the \$4.7 billion project. Five months ago it seemed a review panel of peer transit agencies had settled the VTA-BART disagreement in BART's favor for a pair of tunnels.

What changed?

According to those who were working to reconcile the tension between the two agencies, a fast-approaching federal deadline this summer to get their acts together, intense engineering-level discussions, politics and more than \$2 billion.

A letter revealing BART's 180-degree shift surfaced March 30 when the San Jose Downtown Association published it on Facebook, two days after BART General Manager [Grace](#)

[Crunican](#) sent it in reply to a letter from 10 members of the Bay Area's legislative delegation in Sacramento.

"It popped up on social media and everybody downtown was thrilled," said Kim Walesh, San Jose's deputy city manager in charge of economic development.

San Jose leaders and the VTA have long supported the idea of a single-bore tunneling option to extend BART through downtown to Diridon Station. This rendering shows how the two lines are stacked within a single 45-foot diameter tube allowing room within the tube for a station.

On March 26, the legislators had written BART's board endorsing VTA's preference for a single-bore tunnel beneath Santa Clara Street, a choice that would cause fewer construction impacts downtown over the twin-tunnels elsewhere on the system that BART originally favored.

The signers included legislators from the South Bay including [Assemblymember Ash Kalra](#), who previously served on the San Jose City Council; Sen. Jim Beall of Campbell, who chairs that body's transportation committee; Assemblymember Kansen Chu, another former city councilmember; Assemblymember Marc Berman from the Peninsula and Mark Stone from Santa Cruz.

It also included legislators from districts already served by BART including Senators Scott Wiener from San Francisco and Bob Wieckowski of the East Bay and Assemblymembers David Chiu (San Francisco), Kevin Mullin (San Mateo) and Bill Quirk (Hayward).

Kalra said he drafted and circulated the letter sent March 26 after meetings with VTA and BART officials.

"I could clearly sense there was some tension," he said. In addition, "there was a frustration (within the legislative delegation) that this was dragging on far too long and we needed resolution ... so that we could be a united front in terms of reaching out for federal funds (the BART board vote technically would approve VTA's environmental filing to the Federal Transit Administration for \$1.5 billion)."

BART spokesman Jim Allison declined to facilitate interviews with agency officials for this story. "We're not going to participate in a tell-all about tension between BART and VTA," he wrote in an email. "We are partner transit agencies and we are working together to bring BART service to the Silicon Valley."

The state is still a few days away from announcing a \$730 million grant of its own to the project from its Transit and Intercity Rail Capital Program.

But Wiener — who said he'd heard business horror stories about business disruption in San Francisco when Market Street was closed for BART construction and didn't want that repeated in San Jose — downplayed the state grant's significance.

“It wasn’t like we were going to withhold the money,” he said. “I think BART heard from a broad coalition of local and state officials indicating that we wanted them to consider a different alternative. I think they were open-minded and they listened to local and state leaders.”

The other option on the table to bring BART through downtown San Jose was a double-bore method. With this option, which had been backed by BART, inbound and outbound trains would run through separate tubes bored without disturbing the surface. At stations, like the one shown in this photo, the... [more](#)

Engineer and lawyer Dennis Ratcliffe, a VTA deputy director overseeing the BART extension project, said the tension between the engineering and operational sides of this project is typical of transit extensions. What is unusual on this one was that separate transit agencies were involved — VTA to design and build the subway and BART to run the trains.

“Normally the prerogatives of the operating and engineering objectives get resolved by a common management,” he said. “The perspective of the operator is, wherever possible, they want things to be the same on every day, all-the-time-on-time performance. It’s perfectly understandable. Of course, VTA’s role is the designer-builder. We have to satisfy all (BART’s) operational requirements and we also have to incorporate all the other constraints and objectives into our design — that being trying to avoid unnecessary construction disruption, holding the project to a pertinent schedule and budget.”

Since September, he said, VTA’s work with BART has been to separate what BART’s true operating requirements are from operational preferences and then to show how the single bore meets the requirements.

“There is a lot of work left to do, but we’ve simply convinced each other that this (single-bore) configuration has all the capacity to work,” he said.

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BART Train Testing (multiple broadcast outlets)

[NBC Bay Area](#)

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[KPIX Ch. 5](#)

[KPIX Ch. 5](#)

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[BART launches new train-testing phase on Berryessa Extension](#) (Passenger Railroading)

Yesterday, [Bay Area Rapid Transit \(BART\)](#) began a new train-testing stage along the 10-mile Berryessa Extension running from Fremont to San Jose, California. Testing could occur up to 20 hours a day and continue for several months, according to a press release issued by the [Santa Clara Valley Transportation Authority \(VTA\)](#).

VTA is overseeing construction of the Berryessa Extension, which is the first phase of BART's 16-mile Silicon Valley Extension.

During this test period, residents "may experience sporadic noise and vibrations," VTA officials said.

Before VTA began building the BART Berryessa Extension, the agency analyzed noise and vibration impacts to the community that would result from future BART service. Several measures were built into the project to mitigate noise and vibration for neighboring communities during service operation. For example, VTA built new sound walls, made the BART tracks "quieter" and "softened" the noise from equipment, VTA officials said.

During the test phase, train speeds, frequencies, length and overall weight will differ from what they'll be during actual passenger service and operations. As a result, future noise testing and analysis will begin in several months when simulated service testing begins, VTA officials said.

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[VTA Pilots Smart Charging System with Rollout of New Electric Buses](#) (Mass Transit Magazine)

As the Santa Clara Valley Transportation Authority (VTA) prepares to roll out brand new, all-electric buses, the transit agency is teaming up with Prospect Silicon Valley and Bay Area tech companies to pilot a cutting-edge system that will manage charging those buses and track energy consumption while reducing the impact on the state's electricity grid.

VTA recently purchased five Proterra battery-powered electric buses, expected to be in service within a month, with plans to add five more in 2019.

Pilot Project

This four-year "Vehicle to Grid Integration" project will be closely followed by the public transit industry and other transportation providers, as they begin planning for their own fleet transitions to electric buses. The project will reduce costs for charging electric buses by minimizing the amount of energy consumed during peak periods, and as the site energy

consumption drops, off at night, increase the charge rate on the buses thus minimizing the impact of bus charging on the grid.

“This project will provide a critical cornerstone towards moving our entire fleet to zero-emission vehicles,” said Nuria Fernandez, VTA general manager and CEO. “We are excited to be partnering with nationally recognized industry experts on this important project that will advance the state’s strategic electrification goals.”

Oakland-based software company Kisensum developed a system that optimizes the charging of the electric buses to ensure minimal stress on California’s electric grid. The Kisensum software takes into account the site energy usage, time of day and the amount of energy needed to charge the buses. It charges buses in a “smart” way, only providing the charge a bus needs, reducing stress on the state’s electric grid.

Clever Device software tracks the amount of energy the buses use while they’re in operation and provides the dispatcher real-time information about the vehicle energy usage and predicting the amount of energy needed to complete the day’s work plan for the bus.

The National Renewable Energy Lab (NREL), in Denver Colorado, is driving the research on this effort. It will provide a needs analysis, using data recorders and modeled operating scenarios, including dwell times, route length and energy costs. They will analyze the duty cycle requirements and energy services potential to optimize fleet operations and energy services software algorithms for a system design. That includes assessing VTA 5 to 15-year electrical plans for all operations and providing substantive recommendations to optimize power usage and cost. Finally, the NREL will provide measurement and verification. It will assess energy services and bus performance, including meeting duty-cycle requirements, expected vs actual conditions, and analyze and explain variances.

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Conserve paper. Think before you print.

From: VTA Board Secretary
Sent: Thursday, April 26, 2018 5:09 PM
To: VTA Board of Directors
Subject: From VTA: April 26, 2018 Media Clips



Solutions that move you

VTA Daily News Coverage for Thursday, April 26, 2018

1. [San Jose BART extension wins \\$730 million grant \(Mercury News\)](#)
2. [BART to San Jose: Board approves revolutionary single-tunnel option for expansion \(Mercury News\)](#)
3. [BART Board Phase 2 Vote \(Telemundo CH. 48\)](#)
4. [These are the transit projects where Silicon Valley's share of state's gas tax increase will be spent first \(Silicon Valley Business Journal\)](#)
5. [BART Board Vote \(multiple broadcast stations\)](#)

San Jose BART extension wins \$730 million grant (Mercury News)

Good news for a much-anticipated effort to bring BART to downtown San Jose and into Santa Clara, connecting major East Bay, South Bay and Peninsula transit systems: The extension has won a \$730 million grant from the state to build it.

The final phase of the \$4.7 billion extension, a 6.1-mile stretch slated to open in 2026, would extend the system through downtown San Jose and into Santa Clara with four stops along the way. The five-year state investment — from a combination of new vehicle registration fees and cap and trade auction proceeds — will bring the total funds raised to \$3.65 billion.

“It’s really a milestone in Silicon Valley’s transportation’s history,” said Sen. Jim Beall, D-San Jose, author of last year’s Senate Bill 1, which raised gas taxes and registration fees.

The BART extension was one of 47 projects vying for a \$2.6 billion pot of grant money to expand light rail, zero-emission buses and other public transit. The project was awarded every penny it requested from the state’s Transit and Intercity Rail Capital Program. It was one of seven projects that secured multi-year agreements, bringing the total committed funds to \$4.3 billion.

“These state transportation funds will enable us to move BART deeper into Santa Clara County to better serve thousands of college students, university employees, Silicon Valley workers, and commuters moving around the Bay Area,” said Sen. Bob Wieckowski in a statement Thursday.

Please check back for updates on this developing story.

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[BART to San Jose: Board approves revolutionary single-tunnel option for expansion \(Mercury News\)](#)

Reaching a major milestone for the long-awaited train extension to San Jose, BART's Board of Directors on Thursday approved a formerly controversial digging method for the project that would be the first of its kind in the U.S.

Board members voted to dig one tunnel instead of two through San Jose — an option that means workers wouldn't have to rip up the streets of downtown during construction, but which has never before been used on a U.S. passenger rail project. Five BART directors voted to approve the project, and Director Debora Allen abstained.

Several community members voiced support for the plan before the vote.

"This is really a milestone moment for us," said Scott Knies, executive director of the San Jose Downtown Association.

As grueling, [90-minute "super commutes"](#) become more common, Silicon Valley has been eagerly awaiting the long-promised BART extension that would finally connect San Jose to San Francisco and the East Bay via underground rail. The project, the largest transportation infrastructure improvement project ever undertaken in Santa Clara County, should take tens of thousands of cars off the roadways, according to the Santa Clara Valley Transportation Authority.

But BART and the VTA had previously sparred over the tunneling issue, with BART favoring a two-tunnel method it has used on prior projects, and the VTA favoring the single-tunnel method. The two sides last month resolved their differences and agreed on the single-tunnel option for the 5-mile stretch under San Jose — a decision that then needed to be finalized by votes from both boards. VTA board members unanimously approved the one-tunnel proposal April 5.

BART board directors' decision to follow suit puts the \$4.8 billion Silicon Valley extension on track to break ground in the next two years and start accepting riders in 2026. The approvals from BART and the VTA also were necessary to secure \$1.5 billion in federal aid for the project.

Allen, who did not vote for the project, voiced concerns Thursday over BART's partnership with the VTA, and how the agreement will impact her constituents in Contra Costa County.

"How do I ensure that they're getting the proper allocation of core impact brought back out of VTA and Santa Clara County?" she asked.

Director Thomas Blalock expressed concerns that the single-tunnel method would limit space on BART platforms for passengers.

“It’s just something in my mind that I’m a little concerned,” he said. “I think those platforms are going to limit the capacity in Santa Clara County.”

But Christine Fitzgerald, chair of the VTA’s Committee for Transportation Mobility and Accessibility, said she’s excited to see BART service reach San Jose.

“This new extension will offer safety and the ability for everybody to have accessible transportation,” she said.

The VTA says using the single-tunnel method can shorten the otherwise 5-year project by 10 months. Work would be done deep underground instead of tearing up city streets, and boarding platforms will be constructed one above the other inside the tunnel. It’s a method that previously has been used in Barcelona’s subway system.

BART had raised safety concerns with the single-tunnel method, which would force the agency to train its operators and passengers on multiple evacuation procedures.

BART board members also heard public comments Thursday on the transit agency’s proposal to extend service to Livermore. Several community members, including Livermore Mayor John Marchand, urged board members to proceed with the 5.5-mile rail extension from the existing Dublin/Pleasanton station to a new station near Isabel Avenue in Livermore. But some board members worried BART can’t afford the expansion without taking resources away from its efforts to improve congestion on existing routes. They suggested Livermore residents may have to make do with a less-costly express bus service instead of a BART rail extension. The board could vote on the project as early as next month.

“This is a huge investment to make,” BART Director Rebecca Saltzman said of the rail extension, “and we don’t have the funds in hand.”

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[BART Board Phase 2 Vote \(Telemundo CH. 48\)](#)

(link to video)

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[These are the transit projects where Silicon Valley's share of state's gas tax increase will be spent first \(Silicon Valley Business Journal\)](#)

While signature gathering proceeds for a state ballot measure to repeal last year's gas tax increase to pay for road repairs and other transportation improvements, the staff of the California Transportation Commission has released the list of projects it has recommended for funding with the first \$4 billion raised from the tax so far.

The projects, which must receive final approval when the commission's board meets in three weeks, include more than \$253 million to add "managed lanes" to 22 miles of the U.S. 101 freeway from Mountain View north through San Mateo County.

Also in the local batch of recommended projects is \$17 million to tame what the Valley Transportation Authority calls "the Mathilda Monster" — the stretch of Mathilda Avenue from U.S. 101 in Sunnyvale to Innovation Way just north of State Route 237, and \$4.2 million for the 101/State Route 25 interchange just south of Gilroy.

State Sen. [Jim Beall](#) of Campbell, author of the gas tax bill known as SB 1, said that getting these projects underway as soon as possible is part of a two-pronged strategy to defeat the repeal effort by showing voters what they would lose if the tax disappears in November.

"It's important they know how the work has been done," he said. "It just didn't happen by magic. It happened because we were able to get the resources."

The strategy's other prong is Proposition 69 on the June ballot, which would amend the state constitution to ban SB 1 funds from any use but transportation purposes.

Silicon Valley Leadership Group CEO [Carl Guardino](#) campaigned for SB 1 last spring and also sits on the transportation board with final say over the projects it will fund. "We're going to leave the politics up to politicians and the voters," he said. "(The board) will just continue to do our job and we'll let voters decide whether to address our transportation infrastructure's aging and growing pains or not. But without SB 1, the answer is absolutely we're not."

He said the projects were determined through a competitive grant process based on criteria set by the board. SB 1 is expected to produce about \$5 billion in revenue annually not only from the gas tax but several other fees and taxes including new ones charged to electric vehicle owners who don't pay gas taxes.

The transportation commission staff release said it recommended 78 projects for full or partial funding from 177 grant proposals received.

The managed lanes project on 101 received the most funding of any project in the state under SB 1's Congested Corridors Program. The lanes would be open free to carpools of three or more passengers, buses, shuttles and clean air vehicles such as electric cars. Solo drivers could pay a fee that would rise or fall with congestion at the time the lane was used.

The lanes are supposed to operate at a minimum of 45 miles per hour and, in a letter accompanying the grant request to the transportation commission, the sponsoring agencies,

including VTA and the San Mateo County Transportation Authority, estimate it will reduce peak congestion between 4 and 19 percent.

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BART Board Vote (multiple broadcast stations)

[NBC Bay Area](#)

(link to video)

[KPIX Ch. 5](#)

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From: VTA Board Secretary
Sent: Friday, April 27, 2018 10:57 AM
To: VTA Board of Directors
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VTA Daily News Coverage for Friday, April 27, 2018

1. [BART Silicon Valley State Funding \(more from Various broadcast outlets\)](#)
2. [Major Bay Area transportation projects to receive state funding \(SF Chronicle\)](#)
3. [Op-Ed: Local Agencies Ask Public to Help Design Berryessa-BART Urban Village, N. 13th St. Corridor](#)
4. [Report: Bay Area air quality among worst in nation](#)

BART Silicon Valley State Funding (more from Various broadcast outlets)

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Major Bay Area transportation projects to receive state funding (SF Chronicle)

Some of the Bay Area's biggest transportation projects — BART to downtown San Jose, express lanes on the Peninsula and the widening of the Novato Narrows on Highway 101, and a new train-control system for BART — scored big in competition for state funding Wednesday and Thursday.

These projects, and more than a dozen others, won funding, or were recommended for funding, for much-needed improvements in the region. Among them were SMART rail extensions to Larkspur and Windsor; new buses and rail cars for Muni, Caltrain, AC Transit and SamTrans; and a plan to speed up Capitol Corridor trains to Sacramento.

The state's Transportation Agency announced the grants Thursday for the transit projects. The state Transportation Commission made recommendations Wednesday for the highway projects. Final approval is expected in May.

The Bay Area fared well, said Randy Rentschler, a spokesman for the Metropolitan Transportation Commission.

BART and the Valley Transportation Agency will begin new tests on trains Monday in the South Bay. The testing is part of the next phase of extending BART through Santa Clara County. The Berryessa station in San Jose is supposed to open later this year.

“This is good news, and particularly good news in the Highway 101 corridor, where the jobs are not just in San Mateo County but in Marin and Sonoma as well,” he said. “This meets a lot of the Bay Area’s priorities, and is consistent with the Bay Area’s plans for the future.”

But the victory could be short-lived. Much of the state money — about half of the transit funding and all of the highway funding — comes from the state gas tax that could be repealed by voters in November. State Republican leaders on Tuesday submitted signatures on petitions to qualify the measure for the ballot.

What that would mean for the various projects is uncertain, Rentschler said, but transportation officials would likely have to perform triage, as they have in the past when expected transportation funds disappeared.

“It’s not an easy question, but the assumption is that all of these projects would be dropped,” he said.

For now, though, BART is the big winner with \$730 million, spread over 10 years, to help build the planned extension through downtown San Jose to Santa Clara. While federal funding is still needed, and a regional toll measure has to pass, the state award completes the funding plan for the \$4.8 billion extension.

The 6-mile extension is being built by the Santa Clara Valley Transportation Authority but will be operated by BART.

BART also received \$319 million over 10 years to help pay for a new train-control system that will allow it to run more trains through the Transbay Tube and buy more new rail cars.

Two projects on Highway 101 — one new, one old — won funding recommendations Wednesday from the Transportation Commission staff. The Novato Narrows widening in Marin and Sonoma counties, which has been under construction for years, could be awarded \$85 million.

A plan to get traffic moving faster on Highway 101 in San Mateo and Santa Clara counties by building a combined carpool and toll lane was recommended to receive \$233 million.

“There is no question that 101 on the Peninsula is a big deal for the state’s economy,” Rentschler said. “It is good news we’re on the path to build a new carpool lane on that stretch of road.”

Projects funded

The following transportation projects were awarded funding or recommended for funding by state transportation agencies Wednesday and Thursday.

Highway 101, Novato Narrows, Sonoma County: \$85 million

Highway 101, carpool/toll lanes, San Mateo and Santa Clara counties: \$233 million

BART, extension to downtown San Jose and Santa Clara: \$730 million

BART, core capacity improvements (272 new rail cars, new train-control system): \$319 million

Capitol Corridor trains, various improvements: \$80 million

Muni, Metro rail cars: \$27 million

SMART rail extensions to Larkspur, Windsor: \$21 million

SamTrans express bus pilot: \$15 million

AC Transit hybrid buses: \$14 million

Caltrain rail cars and platform extensions: \$123 million

Livermore-Amador Valley Transit Authority, BART parking structure: \$21 million

Solano Transportation Authority, bus service restructuring: \$11 million

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[Op-Ed: Local Agencies Ask Public to Help Design Berryessa-BART Urban Village, N. 13th St. Corridor](#)

In 2018, it's nearly impossible to have a discussion about California without touching upon the issue of [housing](#), especially in the Bay Area.

Recently, AARP conducted a study that revealed many Californians are concerned about housing-related costs and that such costs are posing a major obstacle to saving for retirement. According to the research, 61 percent of respondents reported that they have considered leaving the state because of the high cost of living. This is just one of many reasons why AARP is actively working to address the issue of housing.

Understanding that planning and developing communities suitable for people of all ages is no easy task, we must find ways to embed strategies to build "age-friendly" communities that are inclusive of older adults (particularly in the area of housing) within local urban planning agendas.

For this to occur, the traditional aging network must partner with other organizations such as planning departments, private property owners, architects and developers. Without strategic partnerships and the ability to plant ourselves within the urban planning fabric of local jurisdictions, any expectation of influencing the built environment to support livability for people of all ages is all but impossible.

It is with these challenges—and more than 3.3 million members across California in mind—that the AARP is committed to working with local communities to stimulate solutions to address the critical issue of housing by hosting a Livable Communities Design Charrette.

From Monday to May 5, AARP will host a charrette at the Tech Museum of Innovation in downtown San Jose. The charrette will bring together community members, non-profits such as SPUR and SV@Home, property owners, developers, the city of San Jose and Santa Clara Valley Transportation Authority (VTA) to creatively develop a plan for two communities: the Berryessa/BART urban village and North 13th Street business corridor.

The charrette is open to the public and admission to the Tech Museum is free. It is vital that the community comes and shares their opinions on what they want or don't want developed in these two critically important areas of San Jose.

The charrette is a community-driven design process that brings together all interested parties to develop a collaborative solution with the expectation of implementation. The goal of the charrette is to advance innovative solutions to livability issues, such as affordable housing and to promote the repurposing of underutilized existing facilities to help make communities more livable for multigenerational, low-to moderate-income individuals and families, with a specific focus on the needs of people 50 years or older and their families.

It is time we take action and bring everyone to the table to build livable communities that encompass strong housing for all. Join organizations and leaders from throughout the region, including: San Jose Mayor Sam Liccardo, Councilman Raul Peralez, Councilman Lan Diep, Assemblyman Ash Kalra (D-San Jose) and state Sen. Bob Wieckowski (D-Fremont) as we work together to develop innovative solutions.

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[Report: Bay Area air quality among worst in nation](#)

Region ranks sixth in list of most-polluted metropolitan areas, says American Lung Association
Smoke from the North Bay fires last October significantly impacted Bay Area air quality. Photo by Veronica Weber.

The Bay Area has some of the worst air quality in the nation but numbers have gradually improved over the last few years, the American Lung Association said in a [report](#) released last week.

The Bay Area ranked sixth in the list of most-polluted metropolitan areas for short-term particle pollution and 10th in most-polluted cities for year-round particle pollution, according to the lung association's State of the Air 2018 report.

In [Santa Clara County](#), the ozone level received a "F" grade and short-term particle pollution levels, measured within a 24-hour span, was given a "C" grade according to the report. The average year-round particle pollution received a passing grade.

Bakersfield was ranked worst for short-term particle pollution while Fairbanks, Alaska, was worst for the long-term pollution, the report said.

Despite the poor rankings, the lung association said strong state and local clean air programs in California are driving progress.

The Bay Area -- the report added San Joaquin County to the region in the results -- experienced a 70 percent drop in unhealthy ozone days since 2000 and an 80 percent drop in unhealthy particle pollution days since 2004.

The lung association's senior director of air quality and climate change Bonnie Holmes-Gen said unhealthy levels of pollution can cause premature death, asthma, chronic obstructive pulmonary disease and lung cancer if conditions do not improve.

"We must continue the life-saving work of cutting air pollution and slowing climate change," Holmes-Gen said in a statement.

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