

Campaign Blueprint: Clean Air, Strong Economy

Proposed by Kevin Kizzee, Candidate for Mayor of Ontario

A Personal Message from Kevin Kizzee

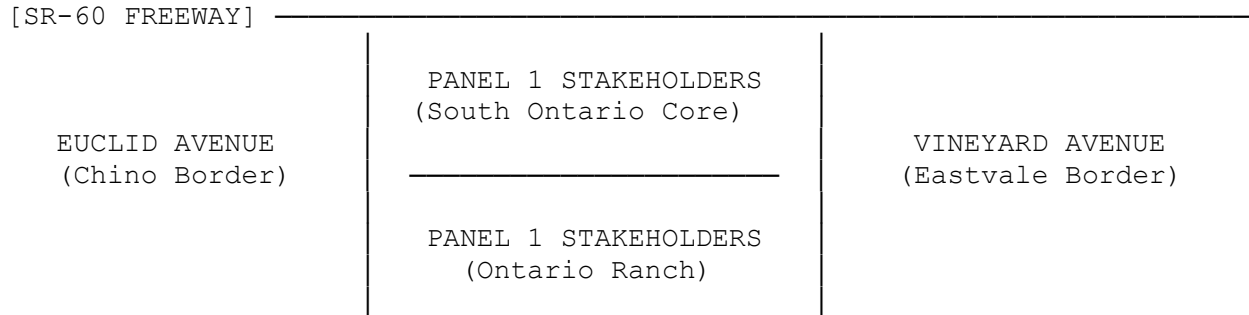
"I remember when the air in Ontario smelled like damp earth and fresh alfalfa. My roots in this city run deep, dating back to a time when much of the land between **Walnut Avenue and Riverside Drive, from Grove Avenue over to Euclid Avenue**, was occupied by endless rows of crops, family farms, and dairy cows. We once garnered local attention due to the "5-Legged cow" on Walnut and Campus. People travelled from miles away to see her. I watched this city grow, change, and transform into the economic engine of the Inland Empire.

But progress shouldn't come at the cost of our families' health. Today, those historic pastures have been replaced by millions of square feet of concrete warehouses, and the gentle hum of tractors has been replaced by the roar of heavy-duty diesel engines. Our kids are breathing in pollution just so the rest of the country can get their packages delivered in 24 hours. Heavy-duty trucks account for only 7% of vehicles on California roads, but they produce nearly half of our on-road nitrogen oxide pollution.

As your next Mayor, I will protect our children's lungs without killing the jobs that sustain our families. The historic core of **South Ontario** down through the booming master-planned neighborhoods of **Ontario Ranch**—flanked by Chino to the west and Eastvale to the east—will no longer be treated as a shortcut for logistics pollution. Upon my election, my administration and City Council will immediately establish the **Ontario Freight & Community Collaboration Committee (OFCCC)**. This action plan implements a legally airtight, 100% viable '**Fair Share, Fair Transition**' model that works strictly within municipal zoning authority, leverages newly enacted **AB 98 logistics standards**, and aggressively captures regional capital to protect residents and keep independent truck operators in business."

The 5-Panel Committee Structure

To ensure this exact geographic corridor dictates city policy, committee seat allocations will prioritize representatives directly from these impacted boundaries:



- **Panel 1: South Ontario & Ontario Ranch Resident Advocacy Panel**
Composed of neighborhood leaders living within the **Euclid-to-Vineyard rectangle south of the 60**, extending through Ontario Ranch to the Chino and Eastvale borders.
- **Panel 2: Independent Diesel Owner-Operator Panel**
Composed of independent, Ontario-based truck drivers and contractors who face the brunt of state compliance costs.
- **Panel 3: Warehousing, Logistics & Corporate Fleet Panel**
Composed of operators managing fulfillment facilities over 100,000 square feet along the periphery of our residential zones.
- **Panel 4: Technical & Public Health Advisory Panel**
Composed of air quality scientists from the **South Coast Air Quality Management District (SCAQMD)**, health professionals tracking local asthma rates, and alternative-fuel engineers.
- **Panel 5: Impartial Arbitration & Regulatory Panel**
Led by a professional mediator appointed by the Mayor's office, alongside **California Air Resources Board (CARB)** compliance officers.

Mayoral Implementation Timeline

First 30 Days: The Euclid-Vineyard Air Monitoring Shield

- **Action:** Appoint the Impartial Chair, launch panel applications, and deploy a network of hyper-local community air sensors across South Ontario and Ontario Ranch.
- **Municipal Authority:** Establish localized particulate matter (PM2.5) baselines before drafting new zoning ordinances, forcing corporate warehouses to acknowledge the exact pollution footprint of the trucks servicing their bays.

Days 31–90: Heavy-Duty Route Redirection & AB 98 Boundary Enforcement

- **Action:** Restructure Ontario's municipal traffic and zoning codes using **Assembly Bill 98 warehouse standards** to establish an unbreakable **Residential Freight Buffer Zone**.
- **Municipal Authority:**
 1. **Enforce Region-Specific Setbacks:** Mandate that any new or significantly expanded logistics facility within our planning sector strictly adhere to the rigorous **AB 98 Warehouse Concentration Region guidelines for Riverside and San Bernardino counties**. This means enforcing a **minimum 500-foot setback for truck loading bays** facing sensitive receptors, paired with a mandatory physical sensitive-receptor buffer on all new developments.
 2. **Redirect Through-Traffic:** Pass a city ordinance banning commercial *through-traffic*, truck staging, and unpermitted idling/parking on residential streets between Euclid and Vineyard. Heavy-duty trucks traveling to Ontario Ranch logistics sites must utilize designated industrial parkways (such as Archibald or Milliken) away from homes, immediately cutting tailpipe emissions near families.

Days 91–150: Activating the "Fair Share, Fair Transition" Financial Shield

- **Action:** Mediate the economic tension between independent truckers and residents by establishing a city-led financial concierge framework.
- **Municipal Authority:** A trucker will *only* face local citations or route restrictions if they refuse to participate in the OFCCC's free grant-matching program. Once an operator registers, they receive a local municipal enforcement grace period while their grant applications process. The committee's Tech and Corporate panels will directly connect non-compliant independent truckers to existing capital:

Program / Funding Source	Purpose & Function	Financial Value per Trucker
HVIP Small Business Double-Incentive	CARB's Hybrid and Zero-Emission Truck Voucher Project pays dealers directly at the point of sale.	Up to \$330,000 for small businesses/owner-operators purchasing a Class 8 battery-electric truck.
Innovative Small e-Fleet (ISEF) Program	Tailored explicitly by CARB/CALSTART for fleets with 20 or fewer trucks to overcome upfront vehicle costs.	Funds alternative pathways covering up to 90% of total vehicle costs via all-inclusive leases or "Truck-as-a-Service".
Voucher Incentive Program (VIP)	Part of the Carl Moyer Air Quality Program managed via regional air districts.	Helps independent owners replace older, high-polluting diesel vehicles, providing up to \$45,000 in direct trade-in/scrappage value.
SCAQMD Low-NOx / EV Replacement Grants	Localized regional funding using California's Volkswagen Environmental Mitigation Trust.	Reimburses up to 40% of total replacement costs for private Class 7/8 heavy-duty freight trucks.
The Ontario Priority Liaison Task Force	<i>Municipal Advocacy Strategy:</i> Under my administration, a dedicated task force will help local drivers tap into SCAQMD's WAIRE Mitigation Program . Because San Bernardino County was allocated the single largest share (\$32.7 million) of this regional fund, our team will fast-track applications to ensure Ontario truckers claim these dollars first.	Captures a massive regional fund to cover the remaining 10% to 15% out-of-pocket public funding gaps for registered Ontario drivers.

Days 151–180: The Perimeter Protection Ordinance

- **Action:** Finalize and present the consensus-backed **Ontario Clean Air & Logistics Ordinance** to the City Council for an immediate vote.
- **Municipal Authority:** Any new warehouse construction or facility expansion near the Chino or Eastvale borders must incorporate mandatory physical buffers, structural sound walls, and zero-emission staging requirements. By tapping into **CARB's multi-million dollar set-asides for disadvantaged communities**, the city will approve permits for heavy-duty charging and staging hubs exclusively in industrial sectors. If panels deadlock on zero-emission timelines, the Impartial Panel will execute a binding arbitration framework tailored to match **CARB's state compliance schedule**.