

OAKLAND CITY COUNCIL

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RESOLUTION No. _____ C. M. S.

INTRODUCED BY COUNCILMEMBER NADEL



**Resolution in Support of California's Law to Reduce
Global Warming Pollution from Passenger Cars and Light Trucks**

Whereas, the overwhelming majority of the world's climate scientists agree that global warming is a real problem, that the pace of warming is likely to accelerate over the next century, and that human activity is the primary cause of the build-up in global warming pollution; and

Whereas, global warming threatens California's public health, environment, way of life and economy, especially key industries such as agriculture and tourism; and

Whereas, global warming is likely to dramatically alter rainfall patterns in California, resulting in less water during dry months and too much water during the rainy season; and

Whereas, rising temperatures cause an increase in smog, compromising California's efforts to improve air quality and threatening the health of our residents, especially children, seniors and those already suffering from respiratory ailments; and

Whereas, global warming will significantly impact California consumers, businesses and the state's economy as a result of increased food, water and energy costs, insurance liabilities, environmental losses and demands upon the public health infrastructure; and

Whereas, addressing the impacts of global warming, whether through mitigation or response to natural disasters may severely burden state and local government agencies with new costs and obligations; and

Whereas, new climate models demonstrate that immediate action to address global warming can reduce its impacts; and

Whereas, the largest source of global warming pollution in California is passenger cars and light trucks, accounting for approximately 40 percent of the state's emissions; and

Whereas, there is an abundance of off-the-shelf technology and available clean fuels that can be readily applied to reduce global warming pollution from today's cars and trucks, and experts have estimated that a 30-40 percent reduction in global warming pollution is possible and cost-effective using proven and readily available technology; and

Whereas, California has a long history of national leadership on air quality and environmental policy, and California's actions are critical to controlling and reducing global warming pollution nationally; and

Whereas, California has adopted a law (AB1493) to reduce global warming pollution from passenger cars and light trucks that increases vehicle choices available to consumers, that considers economic impacts and that provides industry flexibility in complying – including credits for early actions; and

Whereas, AB 1493 regulations will contribute to both reduced global warming emissions and improved air quality, an important by-product of the regulations will likely reduce pollution of upstream emissions from the manufacturing, transportation, delivery and sale of gasoline due to reduced petroleum use; and

Whereas, on August 6th, 2004, pursuant to AB 1493, the California Air Resources Board (ARB) staff issued a Proposed Regulation Order designed to control greenhouse gas emissions from motor vehicles, beginning with model year 2009 passenger cars and light trucks; and

Whereas, this proposal is projected to result in more than a 20% reduction in fleet average greenhouse gas emissions from new passenger vehicles sold in California by 2012 and approximately a 30% reduction from new vehicles by 2016; and

Whereas, these reductions will save California vehicle owners and operators money over the life of the vehicle through reductions in vehicle operating costs and will result in a 27% reduction in tons per day, relative to "business as usual", in statewide greenhouse gas emissions from the passenger vehicle fleet, by 2030; now therefore be

Resolved, that the City of Oakland urges the California Air Resources Board to adopt the proposed regulations to reduce global warming pollution emitted by passenger vehicles pursuant to AB 1493 (Pavley), and endorses the near-term and mid-term fleet average emission standards contained in the proposed regulation order dated August 6th, 2004. The City of Oakland also recommends that Governor Schwarzenegger and the California Legislature strongly support such regulations to protect the health of the state's economy and its people.

IN COUNCIL, OAKLAND, CALIFORNIA, SEP 21 2004, 2004

PASSED BY THE FOLLOWING VOTE:


AYES- BROOKS, BRUNNER, CHANG, NADEL, ~~WANG~~, REID, WAN AND
PRESIDENT DE LA FUENTE - 7

NOES- 0

ABSENT- 0

ABSTENTION- 0

Excused - Duan - 1

ATTEST: 
CEDA FLOYD
City Clerk and Clerk of the Council
of the City of

Oakland, California