

MEMORANDUM

2004 SEP 16 PM 12:08

**TO:** PRESIDENT DE LA FUENTE AND MEMBERS OF THE RULES COMMITTEE  
**FROM:** COUNCILMEMBER NANCY J. NADEL  
**SUBJECT:** CALIFORNIA'S LAW TO REDUCE GLOBAL WARMING POLLUTION FROM PASSENGER CARS AND LIGHT TRUCKS  
**DATE:** 9/16/2004

SUMMARY

California adopted legislation AB 1493 (Pavley), that requires the California Air Resources Board (CARB) to adopt regulations to achieve the maximum feasible and cost effective reduction of greenhouse gases from motor vehicles. The purpose of California's clean cars law is to reduce global warming gases from passenger vehicles, which account for approximately 40 percent of the state's emissions. Over 50 cities and counties have passed resolutions in support of the proposed CARB regulations.

BACKGROUND

On July 22, 2002 California Governor Gray Davis signed into law AB 1493 precedent-setting legislation to reduce global warming pollution from motor vehicles. Draft regulations have been developed during 2004 through a series of public workshops and hearings. Regulations will apply only to 2009 and later model year vehicles.

No other state or nation has previously adopted legislation specifically intended to cut motor vehicle pollution that causes global warming, despite the fact that motor vehicles are one of the largest sources of Carbon Dioxide (CO<sub>2</sub>) and other GHG emissions globally. In the U.S. roughly one-third of all CO<sub>2</sub> emissions come from transportation sources. That percentage is even higher in California, where 56% of CO<sub>2</sub> emissions stem from the transportation sector. Moreover, transportation is growing more rapidly as a source of greenhouse gas emissions than other major sectors, both in the U.S., and globally.

KEY ISSUES AND IMPACTS

The Intergovernmental Panel on Climate Change (IPCC), the leading scientific authority on global warming, predicts that average surface temperatures will increase between 3 and 10.5 degrees Fahrenheit during this century. In California this climate change is likely to result in increasingly severe water shortages, longer and more intense heat waves, property damage from storm surges and rising sea levels, an increase in frequency and damage from wildfires, and more. Longer and more severe heat waves can also lead to and increase in urban and central valley smog-formation.

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. 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.

The Air Resources Board has held a series of public workshops and hearings and developed proposed regulations which will be discussed on September 23. This resolution supports the CARB proposed regulations, and urges the Board to officially adopt these recommendations.

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# OAKLAND CITY COUNCIL

2007 SEP 16 PM 12:08

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

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**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, \_\_\_\_\_, 2004

**PASSED BY THE FOLLOWING VOTE:**

AYES- BROOKS, BRUNNER, CHANG, NADEL, QUAN, REID, WAN AND  
PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

ATTEST:

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

Oakland, California

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