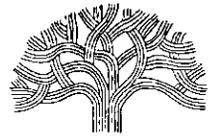


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OFFICE OF THE CITY CLERK  
OAKLAND

CITY OF OAKLAND



CITY HALL • ~~10-OCT-2010~~ 10 OCT 2010 11:29 AM • WASHINGTON PLAZA • OAKLAND, CALIFORNIA 94612

City Council  
Councilmember  
District Three

(510) 238-7003  
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## MEMORANDUM

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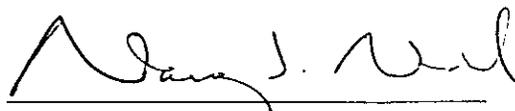
**TO:** CITY COUNCILMEMBERS  
**FROM:** NANCY NADEL, COUNCIL DISTRICT 3 AND JEAN QUAN, COUNCIL DISTRICT 4  
**SUBJECT:** RESOLUTION URGING THE STATE OF CALIFORNIA AND THE CALIFORNIA AIR RESOURCES BOARD TO ADOPT EXPANDED LOW EMISSION VEHICLE STANDARDS TO REDUCE CRITERIA AIR POLLUTANTS AND GREENHOUSE GASES AND TO STRENGTHEN THE STATE'S ZERO EMISSION VEHICLE AND CLEAN FUELS OUTLET INFRASTRUCTURE PROGRAMS TO PROTECT THE HEALTH OF CALIFORNIA'S ECONOMY, ENVIRONMENT AND ITS PEOPLE  
**DATE:** NOVEMBER 4, 2010

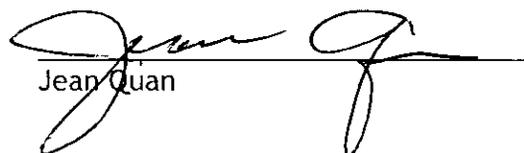
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The California Air Resources Board (CARB) is due to update a suite of vehicle emission programs with the goal of updating and strengthening reduction goals and standards for 2017-2025. CARB is currently reviewing these programs and considering expanding California's Low Emission Vehicle (LEV III) program, strengthening California's Zero Emission Vehicle (ZEV) program, and promoting the development of clean fuel infrastructure.

We applaud CARB for its leadership in the development of programs to reduce greenhouse gas emissions and air pollution in California. California's economic future is closely tied to encouraging a shift to a clean economy and improved public health. As such we want to urge CARB to continue its national leadership in promoting clean car technology and pass a strong set of new standards that will present opportunities for economic, public health, and environmental benefits.

Respectfully submitted,

  
\_\_\_\_\_  
Nancy Nadel

  
\_\_\_\_\_  
Jean Quan



## California's Clean Cars Program FACT SHEET



California's Clean Cars Program is set to bring the next generation of clean, low-polluting cars and light trucks into the driveways of California's families. The California Air Resources Board will be voting on important updates to the Clean Cars Program in the fall of 2010. *We need your support to help ensure these important updates succeed.*

**Advanced Clean Cars Will Save Californians Money and Cut Our Oil Dependence.** We rely on oil for 97% of our transportation fuel<sup>i</sup>, holding our economy hostage to volatile oil prices. In fact, spikes in oil prices have preceded the last four recessions.<sup>ii</sup> Meanwhile, Californians spend \$82 million every day on gasoline and diesel fuel<sup>iii</sup>—and with worldwide demand for oil steadily increasing, the price has nowhere to go but up.<sup>iv</sup> If we significantly improve vehicle standards, we will reduce our use of oil, diversify fuel sources, and reduce fuel price volatility.

**Advanced Clean Cars Will Support New Jobs and Investment.** Data shows that employment in California's green economy grew 36% from 1995 to 2008, while total jobs in the state expanded only 13%.<sup>v</sup> As the economy slowed between 2007 and 2008, green jobs continued to grow at a rate of 5%.<sup>vi</sup> Many of the companies that are building the clean, green cars and fueling infrastructure of the future, such as Tesla Motors, Quantum, and Better Place, are based in California. Car dealerships selling these vehicles are poised to gain substantial sales dollars, increasing tax revenues at the local level.

**Advanced Clean Cars Will Protect Consumers.** Improved clean car standards will ensure that consumers have the choice of driving greener cars and light trucks, saving them money on gasoline. Green vehicles like plug-in hybrids and battery electric vehicles can help consumers avoid gas stations entirely, by fueling their cars at home with

### Four Different Standards Make Up The Clean Cars Program:

1. **Vehicle Global Warming Standards (LEV III-GHG):** This program will make sure new cars and light trucks produce fewer emissions that contribute to global warming. (The updated rules will apply to vehicles starting in 2017.)
2. **Low Emission Vehicle Program (LEV III-Criteria Pollutant):** This program will make sure new cars and light trucks produce fewer harmful emissions that contribute to smog and hurt public health. (The updated rules will apply starting in 2014.)
3. **Zero Emission Vehicle Program (ZEV):** This program will make sure that the newest, gasoline-free, ultra-clean vehicle technologies – such as electric cars – are brought to California. (The updated rules will apply starting in 2015.)
4. **Clean Fuels Outlet:** This program will make sure we have the infrastructure in place to support clean, alternative fuel cars.

**DRAFT**

City Attorney

FILED  
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OAKLAND OAKLAND CITY COUNCIL

10 OCT 21 PM 2:58 RESOLUTION NO. \_\_\_\_\_ C.M.S

INTRODUCED BY COUNCILMEMBERS NADEL AND QUAN

**Resolution Urging the State of California and the California Air Resources Board to Adopt Expanded Low Emission Vehicle Standards to Reduce Criteria Air Pollutants and Greenhouse Gases and to Strengthen the State's Zero Emission Vehicle and Clean Fuels Outlet Infrastructure Programs to Protect the Health of California's Economy, Environment and its People**

**WHEREAS**, California is experiencing a public health crisis due to poor air quality, with over 90% of Californians living in areas that exceed federal health-based ozone standards; and exposure to elevated levels of ozone and other pollutants such as particulate matter annually contributes to hundreds of thousands of asthma attacks and tens of thousands of hospitalizations and premature deaths due to heart and lung disease; and recent research conducted by the RAND Corporation found that hospital care related to elevated pollution levels in California cost nearly \$200 million from 2005 to 2007; and

**WHEREAS**, higher temperatures resulting from global warming can create conditions that are ideal for the formation of ground-level ozone, a pollutant that causes severe adverse health impacts, including asthma attacks, hospitalizations and even premature deaths; and without significant actions the State of California faces billions of dollars in public health damages; and

**WHEREAS**, California is expected to face more intense heat waves, more frequent droughts, flooding, agricultural losses, greater energy demand and the potential loss of trillions of dollars in real estate due to sea level rise, increased wildfires and rising temperatures associated with global warming; and

**WHEREAS**, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nuñez/Pavley, 2006) to address global warming by reducing California's greenhouse gas emissions to 1990 levels by 2020; and the Governor issued Executive Order S-3-05 further directing the state to reduce emissions by 80 percent by 2050; and

**WHEREAS**, the pursuit of these climate goals has spawned innovative and progressive policies and programs to address climate change, air quality, energy independence, and sustainable development; and

**WHEREAS**, California's dependence on petroleum for 97 percent of its transportation needs and its reliance on imported oil leaves California susceptible to volatile pricing and supply disruptions; and

**WHEREAS**, motor vehicles are significant emitters of ozone precursors, particulates and air toxics, and the single largest anthropogenic source of global warming causing greenhouse gas emissions in California; and

**WHEREAS**, California's Clean Cars (AB 1493: Pavley, 2002), Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce petroleum consumption, support new jobs and investments in California's emerging green economy and spur innovation in low and zero emission vehicles; and

**WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to encourage integrated land use and transportation planning that supports air quality and public

health goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and

**WHEREAS**, thirteen other states and Washington D.C. have adopted California's regulations; and in coordination with the Obama Administration and America's automobile manufacturers, the United States Environmental Protection Agency and the United States Department of Transportation have based new national standards on California's clean car regulations; and

**WHEREAS**, in early 2011, the California Air Resources Board plans to develop and adopt new regulations to reduce vehicle emissions of criteria air pollutants and greenhouse gases and to promote the development and deployment of clean fuel infrastructure and zero emission vehicle technology options for consumers; and

**WHEREAS**, strengthening California's motor vehicle programs will improve California's air quality, promote energy independence, support new jobs and investments in clean technology, help California achieve its goal of reducing global warming emissions, and will continue California's long history of national leadership on air quality and environmental policy; now, therefore be it

**RESOLVED** that the City of Oakland supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California; and be it

**FURTHER RESOLVED** that the City of Oakland encourages the State of California and the California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as envisioned by SB 375 and to work with local governments to incentivize integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass transit options; and be it

**FURTHER RESOLVED** that the City of Oakland urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen the state's zero emission vehicle program to protect the health of California's economy, environment and its people.

IN COUNCIL, OAKLAND, CALIFORNIA, \_\_\_\_\_, 20\_\_\_\_\_

**PASSED BY THE FOLLOWING VOTE:**

AYES - BROOKS, DE LA FUENTE, KAPLAN, KERNIGHAN, NADEL, QUAN, REID, and PRESIDENT BRUNNER

NOES -

ABSENT -

ABSTENTION -

ATTEST: \_\_\_\_\_

LaTonda Simmons  
City Clerk and Clerk of the Council  
of the City of Oakland, California