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APPROVED AS TO FORM AND LEGALITY


CITY ATTORNEY'S OFFICE

OAKLAND CITY COUNCIL

RESOLUTION NO. 88660 C.M.S.

INTRODUCED BY VICE MAYOR KAPLAN

ADOPT A RESOLUTION REQUESTING THAT THE STATE OF CALIFORNIA INCREASE THE MAXIMUM ALLOWABLE WEIGHT FOR ZERO EMISSION TRUCKS ON STATE ROADWAYS.

WHEREAS, on September 23, 2020, Governor Gavin Newsom issued an executive order requiring sales of all new passenger vehicles to be zero-emission by 2035 and additional measures to eliminate harmful emissions from the transportation sector; and

WHEREAS, the transportation sector is responsible for more than half of all of California's carbon pollution, 80 percent of smog-forming pollution and 95 percent of toxic diesel emissions; and

WHEREAS, the executive order directed the Air Resources Board to develop regulations to mandate that all operations of medium- and heavy-duty vehicles be 100 percent zero emission by 2045 where feasible, with the mandate going into effect by 2035 for drayage trucks; and

WHEREAS, Alameda County Transportation Commission applied, and was awarded, a \$17.1 million grant for the NorCAL Drayage project by the California Air Resources Board (CARB) and the California Energy Commission (CEC); and

WHEREAS, this grant will fund a Hydrogen Fuel Drayage Trucks and Fueling Pilot Program (NorCAL Drayage), which involves deploying 30 fuel cell trucks in Northern California. The project will also install a high-capacity hydrogen fueling station near the Port of Oakland; and

WHEREAS, 8,000-9,000 trucks currently serve the Port of Oakland, all but three of which are diesel; and

WHEREAS, there are two types of zero-emissions trucks: battery-electric and hydrogen fuel cell; and

WHEREAS, hydrogen fuel cell truck batteries are very heavy, weighing 22,000-24,000 pounds, compared to about 17,000-18,000 lb for a conventional diesel truck; and

WHEREAS, the combined tractor weight plus cargo maybe be higher than the current allowable weight of 80,000 pounds on California streets and highways, which may lead to the driver hauling less cargo; and

WHEREAS, Hydrogen fuel cell trucks are lighter than battery-electric trucks, with the curb weight of the new BYD electric truck being over 26,000 pounds; and

WHEREAS, the Port of Oakland is one of the biggest contributors to the poor air quality in West Oakland, which is among in the Bay Area; and

WHEREAS, the Port of Oakland Board of Port Commissioners approved the Seaport Air Quality 2020 and Beyond Plan, which establishes zero-emissions operations as the policy direction of the Seaport; and

WHEREAS, according to the Bay Area Air Quality Management District, trucks serving the Port emitted 0.50 tons of Diesel Particulate Matter (DPM) per year in 2017. DPM is a toxic air contaminant from the particulate matter in the exhaust from diesel engines that causes an increase in the risk of cancer to people regularly exposed to it; and

WHEREAS, increasing the maximum allowable weight for zero emission trucks will enable the City of Oakland and Port of Oakland to comply with the Governor's Executive Order; now, therefore, be it

RESOLVED: that the Oakland City Council request that the State of California increase the maximum allowable weight for zero emission trucks on state roadways.

IN COUNCIL, OAKLAND, CALIFORNIA,

JUN 01 2021

PASSED BY THE FOLLOWING VOTE:

AYES - FIFE, GALLO, KALB, KAPLAN, REID, TAYLOR, ~~WILLIAMS~~ AND
PRESIDENT FORTUNATO BAS - 7

NOES - 0

ABSENT - 0

ABSTENTION - 0

Excused - 1 Tho

ATTEST:



ASHA REED

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