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OAKLAND

OAKLAND CITY COUNCIL


City Attorney

10 OCT 28 PM 4:14

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