

APPROVED AS TO FORM AND LEGALITY


CITY ATTORNEY'S OFFICE

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

**INTRODUCED BY VICE MAYOR KAPLAN, PRO TEM THAO, AND
COUNCILMEMBER KALB**

**RESOLUTION ASKING THE CALIFORNIA LEGISLATURE TO
CREATE, EXPAND, AND FUND A “CASH FOR CLUNKERS” PROGRAM
FOR HEAVY DUTY FREIGHT TRUCKS, TO PROVIDE AN INCENTIVE
FOR THE REMOVAL OF HEAVILY POLLUTING TRUCKS FROM
STREETS AND HIGHWAYS IN ORDER TO REDUCE AIR POLLUTION
IMPACTS ON LOW-INCOME AND OTHER HARD-HIT COMMUNITIES**

WHEREAS, on September 23rd, 2020, Governor Newsom signed Executive Order N-79-20, making it a goal of the State that 100 percent of medium- and heavy- duty vehicles in California be zero-emission by 2045 and 100 percent of drayage trucks be zero-emission by 2035; and

WHEREAS, within this Executive Order, the Governor directed the California Air Resources Board (CARB) to develop and propose regulations to transition truck fleets to zero-emission; and

WHEREAS, mobile sources, including all light-, medium-, and heavy-duty vehicles and other non-road vehicles, are the largest contributors to the formation of ozone, greenhouse gas emissions, fine particulate matter, and toxic diesel particulate matter; and

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

WHEREAS, for years, Black and Brown communities, and lower income communities in East and West Oakland have been subjected to disproportionate harm from air pollution, especially diesel particulate matter from trucks; and

WHEREAS, according to a 2008 report by CARB, West Oakland residents are exposed to air concentrations of diesel pollution that are almost three times higher than average levels in the Bay Area, and 71 percent of air pollution risk was attributable to truck traffic; and

WHEREAS, Bay Area Air Quality Management District (BAAQMD) Community Air Risk Evaluation (CARE) data and mapping shows particulate matter emitted from diesel engines contributed more than 85% of the total inventoried cancer risk¹ which concentrates around East and West Oakland; and

WHEREAS, according to a 2021 study conducted by the Environmental Defense Fund and George Washington University, where researchers estimated the health impacts of nitrogen dioxide, black carbon, and fine particulate matter using mobile monitoring, they found air pollutant-attributable health burdens vary substantially between neighborhoods; and

WHEREAS, in this same study, the analysis estimated that exposure to particle pollution resulted in more than 3,000 deaths and 5,500 new childhood asthma cases every year in the Bay Area. Furthermore, exposure to the traffic-related pollutant nitrogen dioxide resulted in more than 2,500 deaths and 5,200 new childhood asthma cases every year; and

WHEREAS, the Alameda County Public Health Department found West Oakland residents and Downtown Oakland neighborhoods have higher rates of asthma-related emergency room visits as well as stroke and congestive heart failure compared to the rest of the County; and

WHEREAS, these health disparities are correlated to exposure to higher concentrations of air pollutants such as black carbon, nitric oxide and nitrogen dioxide, and particulate matter, which are associated with greater risk of heart disease, stroke and asthma; and

WHEREAS, the Car Allowance Rebate System, more commonly known as “Cash for Clunkers,” was a government program that allowed consumers to trade in older, less fuel efficient cars for a voucher to be applied toward the purchase of a newer, more fuel-efficient car; and

WHEREAS, nearly 700,000 clunkers were traded in as a part of the program; and

WHEREAS, California has the Clean Cars for All Program which, via local air quality management districts, allows income-qualified residents to retire their older cars and replace them with hybrid, plug-in hybrid, battery, or hydrogen fuel-cell electric vehicles, or a prepaid card to use for public transit and purchase for e-bikes; and

WHEREAS, California also offers eligible consumers either \$1,500 or \$1,000 to retire operational older more polluting cars, but, does not provide such a program for trucks, even though trucks contribute more to pollution and health impacts; and

WHEREAS, although the California Legislature has created some programs to support transition of truck fleets to zero-emission vehicles, an equivalent program to “Cash for Clunkers,” for removing heavily polluting older diesel trucks from operation does not exist currently in California; now, therefore, be it

¹ See Page 2 of the Bay Area Air Quality Management District's [Community Air Risk Evaluation \(CARE\) Program Retrospective & Path Forward](#) (2004-2013)

RESOLVED: That the Oakland City Council strongly urges the California Legislature to create, expand, and fund a “Cash for Clunkers” Program for heavy-duty freight trucks, to provide an incentive for the removal of heavily polluting trucks from streets and highways in order to reduce air pollution impacts on low-income and other hard-hit communities

IN COUNCIL, OAKLAND, CALIFORNIA,

PASSED BY THE FOLLOWING VOTE:

AYES - FIFE, GALLO, KALB, KAPLAN, REID, TAYLOR, THAO AND
PRESIDENT FORTUNATO BAS

NOES –

ABSENT –

ABSTENTION –

ATTEST: _____
ASHA REED
City Clerk and Clerk of the Council of the
City of Oakland, California