

COUNTY OF SONOMA
BOARD OF SUPERVISORS
575 ADMINISTRATION DRIVE, RM.
100A
SANTA ROSA, CALIFORNIA 95403
(707) 565-2241
FAX (707) 565-3778



MEMBERS OF THE
BOARD
VALERIE BROWN
CHAIR
EFREN CARRILLO
VICE CHAIR
MIKE KERNS
SHIRLEE ZANE
PAUL L. KELLEY

June 18, 2010

Chairwoman Mary Nichols
California Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

Dear Chairwoman Nichols:

On June 8th, the Sonoma County Board of Supervisors unanimously adopted a resolution supporting the California Air Resources Board's (ARB) efforts to implement effective strategies for meeting California Green House Gas (GHG) reduction goals as well as promoting emission reductions from motor vehicles. A copy of the resolution has been included for circulation.

The County of Sonoma has been an aggressive leader in the establishment of GHG reduction goals and has worked in innovative ways to pursue policies that will provide effective climate protection strategies. Working in partnership with the nine cities of the county, Sonoma County has created programs that are addressing climate change. Our most successful example is the Sonoma County Energy Independence Program, which is providing the financial means for property owners to retrofit their homes and businesses with energy and water conservation projects. This program has been hugely successful and is being replicated across the country. It is creating green jobs in the community and has reduced our GHG production by 2,900 tons in the first year alone.

The ARB must support local efforts such as ours by implementing AB 32 policies which advance public health, reduce GHGs, and support our economy. We ask the ARB to consider regional GHG targets as envisioned by SB 375 and work with local governments to incentivize land use and transportation planning. Finally we ask the ARB to adopt expanded Low Emission Vehicle III standards and to strengthen the state zero emission vehicle program.

Thank you and the ARB for their continued leadership. We look forward to working together on these vital issues.

Sincerely,

VALERIE K. BROWN
Chairwoman and First District Supervisor

C. Board of Supervisors
Veronica Ferguson, County Administrator
Sonoma County Legislative Delegation
Enclosure: Sonoma County Board of Supervisors Resolution #10-0468

City of Sonoma

Sonoma Sister Cities:

No. 1 The Plaza
Sonoma, California 95476-6618
Phone (707) 938-3681 Fax (707) 938-8775
E-Mail: cityhall@sonomacity.org



Aswan, Arab Republic of Egypt
Chambolle-Musigny, France
Greve in Chianti, Italy
Kaniv, Ukraine
Patzcuaro, Mexico

June 4, 2010

Mary Nichols, Chairman
California Air Resources Board
1001 I Street
Sacramento, CA 95812

Re: Strong Global Warming Regulations

Dear Chairman Nichols,

The City of Sonoma applauds the California Air Resources Board (CARB) for its national leadership in the development of programs to reduce greenhouse gas emissions and air pollution in California. Our state's landmark global warming strategies provide a roadmap for transitioning to a robust, clean economy while also presenting opportunities for significant public health and environmental benefits. I have enclosed a copy of the City of Sonoma's resolution of support.

Although our state has made progress in combating air pollution over the past 30 years, the fact remains that the vast majority of California residents still breathe unhealthy air and remain at risk for respiratory illnesses and even premature death. Air pollution is particularly harmful to our most vulnerable populations, such as infants and children, the elderly, those living in low-income communities or those suffering with chronic illnesses like asthma or heart disease. Unfortunately, global warming is expected to compound these problems by further threatening the quality of the air we breathe and increasing our public health burdens.

I strongly encourage CARB to continue its strong leadership by moving ahead to implement Global Warming Solutions Act (Assembly Bill 32, Nuñez, 2006) programs to fight global warming and air pollution. As transportation sources represent the largest contributors to greenhouse gases, smog and other air pollutants in our state, CARB must remain focused on reducing vehicle emissions.

Therefore, I also urge CARB to develop and adopt the next generation of motor vehicle standards in 2010 by expanding California's Low Emission Vehicle (LEV III) program to reduce criteria pollutants and greenhouse gases from new vehicles and to strengthen California's zero emission vehicle (ZEV) program. I also support the adoption of strong regional targets to reduce greenhouse gas emissions from passenger vehicles as envisioned by Senate Bill 375 (Steinberg, 2008). Improving land use planning, and ushering in the cleanest vehicles will advance California's fight against global warming and air pollution and protect our quality of life.

Sincerely,

Steve Barbose
Mayor

Enc.

cc: Jenny Bard, American Lung Association of California

CITY OF SONOMA

RESOLUTION NO. 24 - 1010

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SONOMA, SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES

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;

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, 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; now, therefore be it

NOW THEREFORE BE IT RESOLVED, that the City of Sonoma 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 further be it

RESOLVED, that the City of Sonoma 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 further be it

RESOLVED, that the City of Sonoma 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.

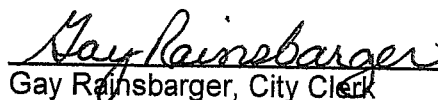
The foregoing Resolution was duly adopted this day 2nd day of June 2010, by the following vote:

Ayes:	Gallian, Brown, Barbose
Noes:	Sebastiani
Abstain:	Sanders
Absent:	None



Steve Barbose, Mayor

ATTEST:



Gay Rainsbarger, City Clerk

RESOLUTION NO. 10-69

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BENICIA
SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP
IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING
CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN
PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES**

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, 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

NOW THEREFORE BE IT RESOLVED, that the City of Benicia 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 Benicia 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 Benicia 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.

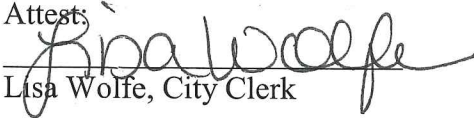
On motion of Council Member **Campbell**, seconded by Council Member **Ioakimedes**, the above resolution was introduced and passed by the City Council of the City of Benicia at a regular meeting of said Council held on the 1st day of June, 2010 and adopted by the following vote:

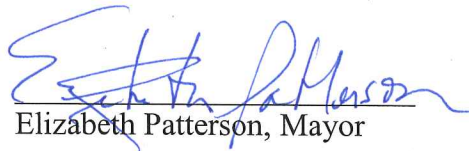
Ayes: **Council Members Campbell, Ioakimedes and Mayor Patterson**

Noes: **Council Members Hughes and Schwartzman**

Absent: **None**

Attest:


Lisa Wolfe, City Clerk


Elizabeth Patterson, Mayor

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

5 **WHEREAS**, the California Legislature enacted Senate Bill 375 (SB 375: Steinberg, 2008) to
6 encourage integrated land use and transportation planning that supports air quality and public health
7 goals and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by
8 promoting alternatives to driving, such as practical walking, biking and mass transit options; and

9 **WHEREAS**, California's history of national leadership is critical to protecting public health,
10 creating a new green economy and spurring action on global warming pollution nationally.

11 **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF HUNTINGTON
12 PARK DOES HEREBY RESOLVE AS FOLLOWS:**

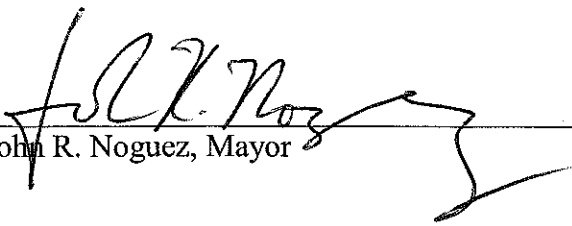
13 **SECTION 1.** The City of Huntington Park supports the State of California and the California
14 Air Resources Board in its efforts to implement AB 32 policies and programs that reduce greenhouse
15 gas emissions while also advancing public health, air quality, the environment and the green economy
16 in California.

17 **SECTION 2.** The City of Huntington Park encourages the State of California and the
18 California Air Resources Board to establish ambitious regional greenhouse gas reduction targets as
19 envisioned by SB 375 and to work with local governments to incentivize integrated land use and
20 transportation planning that supports air quality and public health goals and emphasizes reductions in
21 vehicle miles traveled through alternatives to driving, such as practical walking, biking and mass
22 transit options.

23 **SECTION 3.** The City of Huntington Park urges the State of California and the California
24 Air Resources Board to continue its national and international leadership role in promoting clean
25 vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission
26 Vehicle (LEV III) standards to reduce criteria air pollutants and greenhouse gases and to strengthen
27 the state's zero emission vehicle program to protect the health of California's economy, environment
28 and its people.

SECTION 4. The City Clerk shall certify to the adoption of this Resolution.

1 **PASSED, APPROVED AND ADOPTED** this 17th day of May 2010.

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5 John R. Noguez, Mayor

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7 **ATTEST:**

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10 Rosanna Ramirez, City Clerk

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ATTEST:

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF HUNTINGTON PARK)

I, Rosanna M. Ramirez, City Clerk of the City of Huntington Park, California, do hereby certify that the whole number of members of the City Council of said City is five; that the foregoing Resolution, being Resolution No. 2010-25 was duly passed and adopted by the City Council of the City of Huntington Park, approved and signed by the Mayor of said City, and attested to by the City Clerk of said City, all at a regular meeting of the City Council held on the 17th day of May, 2010, and that the same was so passed and adopted by the following vote, to wit:

AYES: Council Members – Hernandez, Guerrero, Molina, Noguez

NOES: Council Members – None

ABSENT: Council Members – Gomez

ABSTAIN: Council Members – None



City Clerk

THE WITHIN INSTRUMENT IS A CORRECT COPY OF
THE ORIGINAL ON FILE IN THIS OFFICE

ATTEST

JUN 08 2010

VERONICA A. FERGUSON, Clerk of the Board of Supervisors
of the State of California, in & for the County of Sonoma.

BY *A. Boyer* DEPUTY

#16

Resolution No. 10-0468

County of Sonoma
Santa Rosa, CA 95403

Date: 6/8/2010

**Resolution Of The Board Of Supervisors Of The County Of Sonoma, State Of
California, Supporting The California Air Resource Board's Leadership In
Developing And Implementing Strategies For Meeting California's Greenhouse Gas
Reduction Targets, And In Promoting Emission Reductions From Motor Vehicles.**

Whereas, the California Legislature enacted the Global Warming Solutions Act (AB 32: Nunez/Pavley, 2006) to address climate changes 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, since 2001, the Sonoma County Board of Supervisors has taken a series of actions to reduce the County's carbon footprint and lessen the County's impact on the environment including the Board's goal to reduce the County's greenhouse gas (GHG) emissions to 25% below 1990 levels by 2015; and,

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

Whereas, California 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 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, California's leadership is critical to protecting public health, creating a new green economy, and spurring action on global warming pollution nationally

Now, Therefore, Be It Resolved, that the Sonoma County Board of Supervisors supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and program that reduce greenhouse gas emissions while also advancing public health, air quality, the environment and the green economy in California.

Resolution #10-0468

Date: 6/8/2010

Page 2

Be It Further Resolved the Sonoma County Board of Supervisors 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.

Be It Further Resolved the Sonoma County Board of Supervisors 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 and to reduce criteria air pollutants and greenhouse gases and to strengthen the state zero emission vehicle program to protect the health of California's economy, environment, and its people.

Supervisors:

Kerns: Aye Zane: Aye Kelley: Aye Carrillo: Aye Brown: Aye

Ayes: 5 Noes: Absent: Abstain:

So Ordered.

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 05/11/2010 by the following vote:

John Gioia
Gayle B. Uilkema
Mary N. Piepho
Susan A. Bonilla
Federal D. Glover

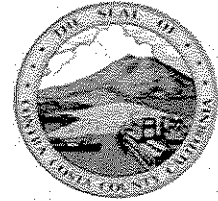
AYES:

NOES:

ABSENT:

ABSTAIN:

RECUSE:



Resolution No. 2010/248

SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES

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;

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, 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; now, therefore be it

RESOLVED, that the County of Contra Costa 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 further be it

RESOLVED, that the County of Contra Costa 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 further be it

RESOLVED, that the County of Contra Costa 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.

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

Contact: L. DeLaney, (925) 335-1097

ATTESTED: May 11, 2010

David J. Twa, County Administrator and Clerk of the Board of Supervisors

By: 
Katherine Sinclair, Deputy

cc:

RESOLUTION NO. 5797

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SEBASTOPOL, SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES. IT IS HEREBY RESOLVED, by the City Council (the "Council") of the City of Sebastopol (the "City"), State of California that

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;

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, 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; now, therefore be it

NOW, THEREFORE, BE IT RESOLVED, that the City of Sebastopol 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 Sebastopol 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 Sebastopol 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.

PASSED, APPROVED AND ADOPTED this day 18th day of May, 2010, by the following vote:

AYES: Councilmembers Robinson, Shaffer, Kelley and Vice Mayor Wilson

NOES: None

ABSTAIN: None

ABSENT: Mayor Gurney



GUY WILSON, VICE MAYOR

ATTEST:



MARY GOURLEY, CITY CLERK

RESOLUTION NO. 2010-57

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ROHNERT PARK

Supporting

**The California Air Resources Board's Strategies for Meeting California's
Greenhouse Gas Reduction Targets**

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. This, together with other pollutants, contributes to asthma attacks, heart and lung disease, hospitalizations, and premature deaths and fuels Californian's astronomical public health costs; and

WHEREAS, global warming threatens California with more intense heat waves, more frequent droughts, flooding, agricultural losses, and greater energy demands; and

WHEREAS, the California Legislature enacted the Global Warming Solutions Act (AB 32) 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 California Legislature enacted Senate Bill 375 to encourage integrated land use and transportation planning that supports air quality and emphasizes reductions in vehicle miles traveled and greenhouse gas emissions by promoting alternatives to driving, such as walking, biking, and mass transit options; and

WHEREAS, California's Clean Cars (AB 1493) 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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Rohnert Park does hereby support ambitious regional greenhouse gas reduction targets and urges the Air Resources Board to continue its leadership role in protecting the health of California's economy, environment, and people.

DULY AND REGULARLY ADOPTED this 25th day of May, 2010.

City of Rohnert Park

Pam Stafford
Mayor

Attest:

Beth Lidster
City Clerk Deputy



**BELFORTE: AYE BREEZE: AYE CALLINAN: AYE MACKENZIE: AYE STAFFORD: AYE
AYES: (5) NOES: (0) ABSENT: (0) ABSTAIN: (0)**

RESOLUTION NO. 54-10

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF RICHMOND REAFFIRMING OUR SUPPORT FOR DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES

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;

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, 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally;

NOW, THEREFORE, BE IT RESOLVED, that the City of Richmond supports the State of California and the California Air Resources Board in its efforts to implement AB 32 policies and programs that verifiably 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 Richmond 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;

BE IT FURTHER RESOLVED, that the City of Richmond 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.

I certify that the foregoing Resolution was passed and adopted by Richmond City Council at a regular meeting held on May 4, 2010 by the following vote:

AYES: Councilmembers Butt, Lopez, Rogers, Vice Mayor Ritterman, Viramontes, and Mayor McLaughlin
NOES: None.
ABSTENTIONS: None.
ABSENT: Councilmembers Bates.

DIANE HOLMES
Clerk of the City of Richmond

(SEAL)

Approved:

GAYLE MCLAUGHLIN
Mayor

Approved as to form:

RANDY RIDDLE
City Attorney

State of California }
County of Contra Costa : ss.
City of Richmond }

I certify that the foregoing is a true copy of **Resolution No. 54-10**, finally passed and adopted by the City Council of the City of Richmond at a regular meeting held on May 4, 2010.

Resolution No. 2010-063 N.C.S.
of the City of Petaluma, California

**SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN
DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING
CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN
PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES**

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, 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

NOW, THEREFORE, BE IT RESOLVED that the City of Petaluma 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.

BE IT FURTHER RESOLVED that the City of Petaluma 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.

BE IT FURTHER RESOLVED that the City of Petaluma 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.

Under the power and authority conferred upon this Council by the Charter of said City.

REFERENCE:

I hereby certify the foregoing Resolution was introduced and adopted by the Council of the City of Petaluma at a Regular adjourned meeting on the 4th day of May, 2010, by the following vote:

Approved as to form:

City Attorney

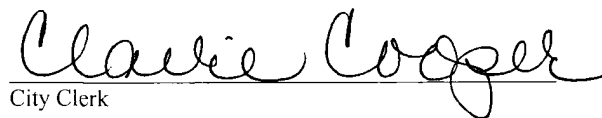
AYES: Barrett, Vice Mayor Glass, Harris, Healy, Renée, Mayor Torliatt

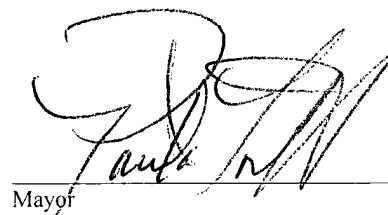
NOES: None

ABSENT: Rabbitt

ABSTAIN: None

ATTEST:


City Clerk


Mayor

**CITY OF CLOVERDALE
CITY COUNCIL
RESOLUTION 023-2010**

**RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLOVERDALE
SUPPORTING THE
CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND
IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS
REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM
MOTOR VEHICLES**

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;

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 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, 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

NOW, THEREFORE, BE IT RESOLVED that the City of Cloverdale 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,

environmental and green economy goals in California.


BE IT FURTHER RESOLVED that the City of Cloverdale encourages the State of California and the California Air Resources Board to establish 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.

BE IT FURTHER RESOLVED that the City of Cloverdale 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.

It is hereby certified that the foregoing Resolution No. 023-2010 was duly introduced and legally adopted by the City Council of the City of Cloverdale at its regular meeting held on this 28th day of April 2010 by the following vote: (4-ayes, 1-absent).

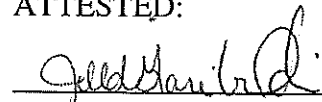
AYES: Councilmembers Palla, Wolter, Brigham and Vice Mayor Raymond
NOES: None
ABSENT: Mayor Russell
ABSTAIN: None

APPROVED:



Jessalee Raymond, Vice Mayor

ATTESTED:



Jill Garibaldi, Deputy City Clerk



**City Council/Redev. Agency
Agenda Item Summary**

Agenda Item: 7
Meeting Date: April 28, 2010

Agenda Section Consent	Staff Contact Nina D. Regor
Agenda Item Title Resolution No. 023-2010 Supporting the California Air Resources Board's Leadership in Developing and Implementing Strategies for Meeting California's Greenhouse Gas Reduction Targets, and in Promoting Emission Reductions from Motor Vehicles	
Summary The American Lung Association in California and the Climate Protection Campaign have requested that the City of Cloverdale adopt a Resolution in support of California's Global Warming Solutions Act (AB 32, Nuñez, 2006) and the Clean Cars rule (AB 1493, Pavley, 2002). The purpose of the Resolution is to ensure that California continues to make strong progress in these fights. The attached resolution urges the State of California to adopt strong rules for reducing smog and other criteria air pollutants and greenhouse gases, and to promote the rapid deployment of zero emission vehicle technology. The resolution also supports California's ongoing progress in implementing climate change programs like AB 32 and Senate Bill 375 (Steinberg, 2008) as critical to protecting the health of the state's economy, environment and its people. The City of Cloverdale has adopted the countywide goal to reduce GHG emissions in Sonoma County to 25% below 1990 levels by 2015, and participates with the County and all other Sonoma County cities in the Regional Climate Protection Coordination Plan. The RCPCP was developed to carry out the objectives of AB 32.	
Options Approve Resolution No. 023-2010 as proposed or amended, or provide additional direction to staff.	
Budget/Financial Impact The Resolution itself has no financial impact. The City is a member of the Climate Protection Campaign, and engages in other regional environmental activities as it can afford to do so.	
Subcommittee Recommendation The Public Works Subcommittee provides general oversight to environmental topics; however, it has not specifically considered this Resolution.	
Recommended Council Action Move to approve Resolution No. 023-2010, supporting the California Air Resources Board's leadership in developing and implementing strategies for meeting California's greenhouse gas reduction targets, and in promoting emission reductions from motor vehicles.	
Attachments: 1. Resolution No. 023-2010	

cc:

RESOLUTION NO. 2010-33

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF BRISBANE,
SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN
DEVELOPING AND IMPLEMENTING STRATEGIES FOR REDUCING EMISSIONS
FROM MOTOR VEHICLES**

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, California depends on petroleum for 97 percent of its transportation needs; and 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally.

NOW THEREFORE BE IT RESOLVED, that the City of Brisbane supports the State of California and the California Air Resources Board in its efforts to reduce criteria air pollutants and greenhouse gas emissions from motor vehicles while also advancing public health, air quality, the environment and the green economy in California; and

BE IT FURTHER RESOLVED, that the City of Brisbane 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

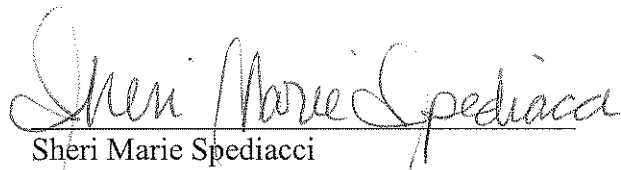
BE IT FURTHER RESOLVED, that the City of Brisbane urges the State of California and the California Air Resources Board to continue its national and international leadership role in promoting clean vehicle technologies by moving forward quickly to develop and adopt expanded Low Emission Vehicle (LEV III)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

I certify that the foregoing Resolution No. 2010-33 was duly and regularly adopted at a regular meeting of the Brisbane City Council on the 21st day of June, 2010, by the following vote:

AYES: Councilmembers Bologoff, Lentz, Richardson, Waldo, and Mayor Conway

NOES: None

ABSENT: None


Sheri Marie Spediacci
City Clerk



Santa Clara County Cities Association

RESOLUTION OF THE SANTA CLARA COUNTY CITIES ASSOCIATION, SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR MEETING CALIFORNIA'S GREENHOUSE GAS REDUCTION TARGETS, AND IN PROMOTING EMISSION REDUCTIONS FROM MOTOR VEHICLES. IT IS HEREBY RESOLVED, by the Board of Directors of the Santa Clara County Cities Association that

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;

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, 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, California's history of national leadership is critical to protecting public health, creating a new green economy and spurring action on global warming pollution nationally; now, therefore be it

RESOLVED, that the Santa Clara County Cities Association 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 further be it

RESOLVED, that the Santa Clara County Cities Association 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 further be it

RESOLVED, that the Santa Clara County Cities Association 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.

INTRODUCED AND PASSED: JUNE 10, 2010

ADOPTED BY THE FOLLOWING VOTE:

AYES: BRYANT, CASAS, FURTADO, HAMILTON, MAHAN, MAHONEY, MALLOY, MILLER, PINHEIRO, PIRZYNSKI, SUMMIT, TATE

NOES:

ABSENT: KLEIN, LICCARDO, LIVENGOOD



David Casas, President
Santa Clara County Cities Association
June 10, 2010