

THE CITY OF SAN DIEGO
REPORT TO THE CITY COUNCIL

DATE ISSUED: September 1, 2010 REPORT NO: 10-115

ATTENTION: Natural Resources and Culture Committee

SUBJECT: American Lung Association Resolution to Support Strategies for Reducing Emissions from Motor Vehicles

REFERENCE: Natural Resources and Culture Committee, July 21, 2010 Report # 10-107

REQUESTED ACTION

Accept the staff recommendations for the American Lung Association Resolution to support strategies for reducing emissions from motor vehicles.

STAFF RECOMMENDATION

Support the revised version of the American Lung Association Resolution to support strategies for reducing emissions from motor vehicles.

SUMMARY

At the July 21, 2010 meeting of the City Council Committee on Natural Resources and Culture, City staff was asked to review the request to support the American Lung Association resolution entitled, "Resolution of the City Council of the City of San Diego Supporting the California Air Resources Board's Leadership in Developing and Implementing Strategies for Reducing Emissions from Motor Vehicles". The recommendation is that the Resolution can be supported with modifications.

BACKGROUND

City staff reviewed the Resolution proposed by a representative of the American Lung Association at the July 21, 2010 meeting of the Council Committee on Natural Resources and Culture (NR&C).

DISCUSSION

There are many aspects of the Resolution that are consistent with previous Council policy and City programs. These areas include the implementation of SB 375 (SB 375: Steinberg, 2008), which is led by City Planning and Community Investment. SB 375 encourages integrated land use and transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and GHG emissions by promoting alternatives to driving, such as practical walking, biking and mass transit option. This is consistent with the City's General Plan, which was adopted in July 2008. The City is also implementing California's Clean Low Emission Vehicle (LEV) and Zero Emission Vehicle (ZEV) programs reduce

petroleum consumption, and this is led by the City's Fleet Division with support from the Environmental Services Department.

The resolution, as originally proposed, states that the *City of San Diego encourages the State of California and the California Air Resources Board to establish ambitious regional GHG 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 walking, biking and mass transit options.* This section does not define what constitutes an ambitious regional GHG reduction target, and how the State and local governments will incentivize integrated land use and transportation planning.

Additionally, the proposed resolution states that the City would *urge 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) and Clean Fuels Outlet (CFO) infrastructure programs to protect the health of California's economy, environment and its people.* This does not include the definition of expanded LEV III standards.

A revised Resolution has been drafted for review by Council, and includes the same text with the exclusion of the two paragraphs listed above. (See Attachment One.) A summary of changes are shown in Attachment Two.

FISCAL CONSIDERATIONS

None

PREVIOUS COUNCIL AND/OR COMMITTEE ACTION

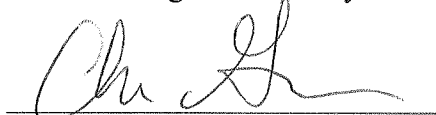
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COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS

The American Lung Association sponsored this Resolution. No public outreach has been conducted by City staff.

KEY STAKEHOLDERS AND PROJECTED IMPACTS

The San Diego Community.



Chris Gonaver
Environmental Services Director



Dave Jarrell
Deputy Chief of Public Works

Attachment One- Proposed revision of the American Lung Association Resolution

Attachment Two- Comparison between original and revised Resolution

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN DIEGO 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 Fuels Outlet regulation is being updated to ensure that clean fueling infrastructure is sufficiently deployed to support the new vehicle market so that clean fuels like hydrogen are readily available to meet consumer demand for advanced clean vehicles; 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 GHG 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 San Diego 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.

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN DIEGO SUPPORTING THE CALIFORNIA AIR RESOURCES BOARD'S LEADERSHIP IN DEVELOPING AND IMPLEMENTING STRATEGIES FOR REDUCING EMISSIONS FROM MOTOR VEHICLES. IT IS HEREBY RESOLVED, by the City Council (the "Council") of the City of San Diego (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; 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 ~~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 ~~causing greenhouse gas emissions in California; and~~

WHEREAS, California's Clean Fuels Outlet regulation is being updated to ensure that clean fueling infrastructure is sufficiently deployed to support the new vehicle market so that clean fuels like hydrogen are readily available to meet consumer demand for advanced clean vehicles; and ~~for advanced clean vehicles; 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

~~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 GHG emissions by promoting alternatives to driving, such as practical walking, biking and mass transit options; and
~~transportation planning that supports air quality and public health goals and emphasizes reductions in vehicle miles traveled and GHG 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;
~~spurring action on global warming pollution nationally; now, therefore be it~~

NOW THEREFORE BE IT RESOLVED, that the City of San Diego 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.

~~quality, the environment and the green economy in California; and further be it~~
~~RESOLVED, that the City of San Diego encourages the State of California and the California Air Resources Board to establish~~
~~ambitious regional GHG 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 walking, biking and mass transit options; and further be it~~

~~RESOLVED, that the City of San Diego 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) and Clean Fuels Outlet (CFO) infrastructure programs to protect the health~~
~~of California's economy, environment and its people.~~

ADOPTED BY THE FOLLOWING VOTE: AYES: _____ NOES: _____

ABSENT: _____