

california **Clean Cars Campaign**

**Broad-based support for
California leadership on
Advanced Clean Cars**

California Air Resources Board
Advanced Clean Cars Hearing
January 26-27, 2012

www.calcleancars.org

california **Clean Cars Campaign**

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www.calcleancars.org

TOM COTTER: We can all do our part to drive to zero

By Tom Cotter

Thursday, Jan. 26, 2012 | 12:00 AM

Every day I get in my car and drive to work, I'm saving money. That's because last summer I bought an all-electric Nissan Leaf, and my gas station stops are a thing of the past.

I figure I'm saving about \$3,300 in annual gas and oil change bills compared with the average Ford Expedition driver.

The average electricity cost to power my Leaf cuts about \$870 off what my Prius driving friends spend at the pump. That's hard-earned money I can use to take my wife and three kids out to dinner once in a while.

I'm glad I no longer depend on oil to drive, but I didn't make this decision lightly. As a former evangelical minister, I realized that I had a biblical and moral responsibility to lead people to take better care of God's creation.

It was especially heartbreaking to learn that much of the pollution in our air and other natural resources have severe consequences that are impacting the poor in California the hardest.

As I learned about the challenges and real opportunities for improvement, I was motivated to begin making some changes, including my family's energy and transportation choices.

The good news is we can make the right choices by changing how we use energy. Driving an electric car is one of the most efficient ways to reduce energy use and decrease pollution.

Here in California, the Air Resources Board will soon vote on proposed zero-emission vehicle standards that will put 1.4 million new electric vehicles on the road from 2018 to 2025.

Along with 10 other states that have adopted the same standards that could boost electric drive cars to four million nationally on the road, or 5% of new sales. That would put us on a path of reduced air pollution to achieve a healthier future.

But that doesn't mean sacrificing our lifestyles. Switching to clean transportation like electric cars can be surprisingly fun. In fact, driving my Leaf is sort of a "Zen" experience, quiet and full of push-you-back-in-your-seat torque. Almost everyone I meet wants to drive it.

Just ask my kids. You give them a choice between my Leaf and my wife's alternative fuel VW Jetta and there's not much competition; it's daddy's car every time.

What's great about electric cars is they are only getting better and more efficient. There are more and more charging stations cropping up in town. My car's 70- to 110-mile range between charges is plenty for our needs. I can charge at home when I'm sleeping or even at the office.

I am a firm believer in moving aggressively to available and realistic clean energy sources. I've seen it work again and again both in my job at Real Goods Solar and first hand at my own solar-powered home in Clovis.

For me, driving a clean car is about two kinds of green: the greening of the planet and of my wallet. Once I looked at the numbers and benefits of driving electric, not even counting solar, it was a no-brainer.

I know more and more Californians will be joining me in this all-electric car revolution. And with the right zero-emission standards in place, our state will continue to lead the nation forward into a cleaner, healthier future.

So when I wake up in the morning, I look out in my driveway and smile. I am doing my part to help the San Joaquin Valley region with its air quality problems and making life better for my family by protecting our bank account.

Now that's a clean energy future I can support.

Los Angeles Daily News

Martin Lagod: Other states still look to California to lead the way

By Martin Lagod

Posted: 01/25/2012 05:21:28 PM PST

Updated: 01/25/2012 05:24:45 PM PST

There's a formula for success California businesses use to great advantage, in everything from film and aerospace to computers and high tech industries: leadership = market development = jobs. We incubate great ideas here, bring them to market, and then -- most crucially -- lock in our leadership position so we keep the jobs those ideas create in California.

Our state is home to another forward-looking industry: advanced technology vehicles and systems. Since long before the rest of the country, California has led in standards reducing automobile emissions and promoting cleaner, more efficient vehicles.

California is a global leader in advanced energy technology. Just one example: In the 18 months through the first half of 2011, California alone attracted more than 60 percent of the worldwide venture capital investment in electric vehicles -- more than \$1.3 billion. With worldwide demand for cars soaring, the need for solutions like these will only continue to grow.

Other states look to California to lead. Under federal law, states across the nation can and do adopt industry-leading clean car standards. And this year California partnered with the federal government to formulate the latest round of national emissions standards, while also developing its own emissions standards plus regulations to promote advanced vehicle technologies.

As a venture capitalist who invests in advanced technologies, let me make one thing clear: American and California companies are fully capable of meeting these standards, while simultaneously creating jobs and superior value -- dollars saved -- for consumers.

So why would anyone object to vehicles that cost far less to own and operate over their lives while also improving public health and cleaning up our environment?

Sadly, the answer is that some vested interests don't want to see things change.

But as an investor I can tell you something else: our current over-reliance on fossil fuels to power our vehicles must change. For example, the price we pay at the pump does not include all the costs associated with burning oil, what economists call 'externalities.' It does not include the national security costs -- what I call the 'unpriced premium' on imported oil, totaling on average \$225 billion yearly for the past 30 years -- or the costs to public health and the environment.

That's where this ties back into jobs and California's economic future. When gasoline is mispriced it also leads to a misallocation of investment, resources and the energy of our people (jobs).

California's advanced vehicle standards help address this market distortion, helping to support jobs and grow California's economy.

So California's policy leaders must stay strong in adopting the next round of advanced vehicle standards. Policy clarity is essential to investment. Leaders must be clear that the policy will not change and will be in place for a long period of time; policy uncertainty drives capital away.

The California Air Resources Board is taking public comment on its advanced vehicles proposal today and Friday in Los Angeles. Board members must stand firmly by the proposed advanced vehicles package. If they do, California's workers win, our job-creating industries win, our environment wins, and our state and national economies get a big boost when we need it most.

If they don't, there is significant risk that investment capital will not stay in California. Capital flows like a river, to wherever in the world investors can find the best return. And when it comes to advanced transportation, there is no doubt that other countries are fully engaged in competing for this capital and the jobs it creates.

That leaves California with only two choices: lead (support jobs) or fall behind (lose jobs).

California's formula for success works: leadership = market development = jobs. We are already advanced transportation leaders, and the California Air Resources Board should not allow the fruits of our labor slip away.

It is critical to get these standards right. Then, government can leave the rest to private sector investors, who will help create jobs and a strong, domestic advanced clean vehicles industry.

Martin Lagod is managing director of Palo Alto-based Firelake Capital Management, LLC, a venture capital firm.

California Must Continue Leading the Country on Clean Cars

Wednesday, January 25, 2012

By Dr. Alan Lloyd, Dr. Robert Sawyer, and Jan Sharpless

The recent spate of high particle pollution days in the Sacramento and San Joaquin Valley regions is a stark reminder that California's legacy of severe air pollution continues today. Over the past two months, stagnant air conditions have led to unhealthy pollution levels, especially troubling to those suffering from asthma and other respiratory conditions. Cars, trucks and other vehicles, and the fossil fuels they burn, contribute to smog and particle pollution and to greenhouse gases that threaten our planet. Fortunately, the California Air Resources Board is set to vote this month on a landmark rule to cut auto emissions – welcome news for all Californians.

Our state has a proud history of adopting cutting-edge vehicle standards that lead the nation and the world. As former chair persons of the Air Resources Board, we've voted to set a course for strong, health-based standards that are grounded in scientific research and honed through broad stakeholder input. California's leadership has paid great dividends. The new Advanced Clean Cars rulemaking package that the current air board will consider builds on this history and reflects recent coordination with the federal government. These rules once again will dramatically ratchet down on smog-forming and greenhouse gas emissions from cars, strengthen California's visionary Zero Emission Vehicle (ZEV) Program and place real requirements on oil companies to sell the alternative fuels needed to make these rules work. The current board can exercise leadership by setting tight particle pollution standards for conventional vehicles that take effect sooner, rather than later, and by giving special attention to requiring the highest possible numbers of zero emission vehicles.

California's future must be one where nearly all cars are zero emission if we are to meet health-based air quality standards and the state's long-term targets for reducing greenhouse gases. To meet those lofty goals we need to start now, so that by 2025 nearly two million ultra-clean vehicles, including hundreds of thousands of plug-in hybrid, zero-emission battery-electric and hydrogen fuel cell vehicles will be on California's roads. By holding firm, the air board will ensure regulatory certainty for automakers and investors, spur continued technology advancement and innovation, and bring the state closer to its goals.

A zero-emission future will bring tremendous air quality and public health benefits. According to American Lung Association in California research, hundreds of lives can be saved each year, thousands of asthma attacks avoided and over \$7 billion in healthcare, environmental and energy security damages can be avoided annually if California transitions completely to advanced clean cars by 2025. However, the state could almost double these benefits — to \$13 billion in annual savings — if California were to shift completely to a fleet of ZEVs. Also, premature deaths and illnesses linked to vehicle pollution would be cut by 90 percent. The billions of dollars avoided annually translate to improved public health and more money in the pocketbooks of every California family.

Strong advanced clean car standards are a win-win for California. We'll win the ability to breathe cleaner air and ensure healthier lungs for our children and grandchildren. We'll win freedom from volatile fuel prices. We'll win more ground in the fight against climate change. We'll win new jobs and economic prosperity. Plus California will remain at the forefront of technological innovation and deployment.

California's current Air Resources Board has an important responsibility to ensure clean air and a stable climate for generations to come. They can fulfill that responsibility in part by adopting the Advanced Clean Cars package, including a strong ZEV Program, later this month.

Three former Chairmen of the California Air Resources Board. Dr. Alan Lloyd, President of the International Council on Clean Transportation. Dr. Robert Sawyer, class of 1935 Professor of Energy Emeritus at the University of California, Berkeley and a Board Member of the American Lung Association in California. Jan Sharpless served as Air Resources Board chairwoman from 1985-1993, and presided over the initial adoption of the ZEV program.

<http://www.foxandhoundsdaily.com/2012/01/california-must-continue-leading-the-country-on-clean-cars/>

San Francisco Chronicle

NORTHERN CALIFORNIA'S LARGEST NEWSPAPER

Editorial: California's Clean-Car Agenda

Tuesday, January 24, 2012

California pulled off a clean-air triple play last summer when it led other pollution-worried states, Detroit carmakers and Washington into agreeing to nearly double auto mileage in coming years. The result was a White House announcement, mandating an astonishing 54.4 miles per gallon rule for most cars and trucks by 2025.

Now comes the tricky part: to design millions of vehicles to meet that deadline and even cleaner cars in the decades beyond. This week the state's Air Resources Board, assigned the job of cleaning up the nation's dirtiest air, will lay out the broad goals.

The task is sweeping and complex because improving car mileage means much more than building thrifter gas-sipping engines. It's about getting rid of smog, slowing the pace of climate change, saving money for drivers and pushing job development. These guidelines lie at the heart of the Advanced Clean Car Program due to be considered by the air board in Los Angeles on Thursday.

Presently an auto showroom offers fairly limited choices, mainly gas-fueled vehicles with a smattering of hybrid engines and electric vehicles for the adventurous.

But beginning in 2025, the choices will widen. If the proposed rules take hold, one in seven vehicles will be powered with little or no gas. Taking it out to 2050, California would have a driving fleet that's 87 percent powered by hydrogen fuel cells or batteries, which are petroleum-free.

It sounds starry-eyed and far-fetched, especially in car-crazy California. But the model builds on several weighty facts. California is the country's top car-buying state, meaning that the world's car makers want to design for a huge, trend-setting market. Also, this state is the number one attractor for car-tech investments, meaning the breakthroughs and new ideas will likely be dreamed up right where they are needed most.

There naturally will be skeptics and opposition. The air board is in court, fighting to preserve a low-carbon fuel requirement that was blocked by a federal judge. In addition, innovations can be expensive - a fact that keeps hybrid vehicles out of reach for some buyers.

But the need for steady progress toward cleaner tailpipes and engines can't be denied. Oil now hovers at \$100 per barrel with major suppliers such as Iran, Nigeria and Venezuela

as unstable and unreliable as ever. Further, Southern California and the Central Valley remain tagged with top 10 rankings for filthy air, making reduced emissions a high-priority public health necessity.

The air board is taking on the huge but necessary challenge, one that might need adjusting if the facts warrant. But there's little question that cleaner cars should soon rule the road.

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2012/01/24/EDCK1MT98J.DTL>

San Francisco Chronicle

NORTHERN CALIFORNIA'S LARGEST NEWSPAPER

As California Drives, So Drives the Nation

Monday, January 23, 2012

By William K. Reilly

These days, people seem surprised when government works the way it was intended. This week, in San Francisco and in Los Angeles, we have the satisfaction of witnessing firsthand government working exactly as it is supposed to. A state agency is working in concert with not one, but two federal agencies, supported by many local ones. Businesses are pleased with the outcome of a government regulation, consumers will save money, and they will be healthier as a result. I was fortunate to have been there when the achievements we will observe this week were but a vision.

A cross-country series of hearings focusing on the next round of national standards for cleaner, more fuel-efficient cars will wrap up in San Francisco this week. That's appropriate. California has long played a leading role in ensuring cleaner, more efficient cars for all Americans - not just Californians.

The hearings, hosted by the U.S. Environmental Protection Agency and the National Highway Traffic Safety Administration, will gather public comments on a proposal to require automakers to hit a fleet average of 54.5 miles per gallon by the year 2025. It is an ambitious goal, yet a doable one - and it is the right step for consumers, for automakers, for the environment, and for our economy overall.

Raising the bar for autos helps to protect the health - and the wallets - of America's families. It also drives innovation and investment, as automakers look for ways to make vehicles that run more cleanly and more efficiently. The drive toward innovation will help create jobs and an American automobile industry that is more competitive in the international marketplace.

A goal of 54.5 mpg would have seemed all but impossible when I was EPA administrator for President George H. W. Bush. Back then, average mileage hovered around 20 mpg. For years afterward, the United States made little progress on gas mileage, as the rest of the world passed us by.

After decades of stagnation, President George W. Bush got the ball rolling again, ratcheting mileage standards upward. When President Obama announced the 54.5-mpg goal last year, executives at the major automakers stood by his side in a show of support. Make no mistake: We would not be where we are today if California had not kept up the pressure for cleaner cars.

Later this week, the California Air Resources Board will hold a hearing on the state's Advanced Clean Car Program. Had California never introduced its groundbreaking clean-cars standards in 2002, we would not be where we are today as a nation - cruising toward 54.5 mpg and growing healthy markets for hybrid vehicles, plug-in hybrids, clean diesels, electrics and other innovative technologies.

California's tailpipe emissions standard for carbon is set at the same level as the federal standard. Automakers will have a single, clear target that they have said publicly they can meet. Meanwhile, the air board will continue to press for improvements in California. This is the kind of leadership California must continue to demonstrate if we, as a nation, hope to create a vehicle fleet that is cleaner, more efficient, safe and innovative to compete in the 21st century global vehicle market.

William K. Reilly is a San Francisco-based adviser to TPG Capital.

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2012/01/23/EDDU1MS9A5.DTL>

The Mercury News

MercuryNews.com

Opinion: Clean Vehicles Move California Forward

Wednesday, January 18, 2012

By Vijendra Sahi and Alana Chavez-Langdon

Predictions about the effect of vehicle standards are older than the Model T. Henry Ford and Horace Dodge sued in 1904 to stop a vehicle registration law that they said gave an unfair advantage to the horse-drawn carriage.

Fast forward to 1973, when GM warned that extending California-style emissions requirements to the rest of the nation raised "the prospect of an unreasonable risk of business catastrophe and massive difficulties with these vehicles in the hands of the public." And yet, since then, vehicle ownership in America has expanded and become increasingly affordable.

So don't be surprised by any echoes of the past, as California gets ready to update its clean vehicles program.

The California Air Resources Board, or CARB, is about to consider the most significant improvements to the state's zero emissions vehicle (ZEV) program since it was created. If adopted later this month, California will be on track so that, by 2050, 87 percent of passenger cars on our roads will be powered by batteries or fuel cells.

Far from being a burden on business, California's early embrace of cleaner cars gave the state a leg up on everyone else. By sparking the state's innovative spirit, it is encouraging companies such as ours to lay down roots and employ people here.

Brand-new companies are manufacturing or assembling zero emission vehicles right here in California. Others are cost-effectively creating energy rich batteries for our favorite mobile devices today, such as iPhones and iPads, that will drive an automobile at highway speeds for much longer distances tomorrow. Still more are making vehicle charging convenient, affordable and user-friendly -- at home and on the go.

By continuing its policy leadership on zero emission vehicles, California will give companies and their investors the confidence they need to build a modern transportation ecosystem. A study by the independent research group Next 10 found that California's electric vehicle industry grew 142 percent since 1995. In 2010, venture capitalists

invested \$840 million in the state's electric vehicle companies -- 60 percent of the global venture capital total.

Programs like ZEV allow many solutions to flourish and let the free market decide what wins. What could be more American?

CARB has shown great foresight throughout the years, leading the way for emission standards nationwide. Now that much of the nation has adopted standards like those California pioneered 15 years ago, the best way to keep California's edge on electric vehicle innovation is by renewing the state's commitment to zero emission vehicles and challenging the innovators to meet strong new goals. We are at our best when we lead. If CARB moves forward, the payoff for the Bay Area will be huge. Automakers already look to Silicon Valley's tech-savvy workforce to develop their electric vehicles, develop the next generation of batteries and install sophisticated networks of smart-charging infrastructure. By raising the bar for the nation, California gives companies and their investors the confidence to accelerate efforts such as these.

In addition, California consumers are making it clear they want cleaner vehicles. A July survey by the Public Policy Institute of California found that 84 percent of state residents favor requiring automakers to significantly improve fuel economy. Sixty-eight percent of Californians say they have seriously considered purchasing a more fuel-efficient car the next time they buy.

California is well-positioned today to lead our nation and the world to a clean vehicle future.

Making sure California maintains a strong commitment to zero emission vehicles is more than just good for the environment; it's good for the economy too.

Vijendra Sahi is vice president of corporate development and government affairs at Nanosys, a Palo Alto company pioneering technologies to improve battery performance. Alana Chavez-Langdon is vice president of government relations and regulatory affairs at ECOtality, a San Francisco company that deploys electric charging systems. They wrote this for this newspaper.

http://www.mercurynews.com/opinion/ci_19769435



Editorial: Don't Let Naysayers Kill Clean-Cars Push

Friday, November. 18, 2011

California since the 1960s has led the nation on emission standards for passenger cars. The big driver is necessity. Despite tremendous progress, California continues to have the nation's worst air quality. Other states – and the federal government – have tended to follow California's lead.

The state's landmark Assembly Bill 32 leads the way again – setting a goal of reducing statewide greenhouse gas emissions to 1990 levels by 2020, with transportation providing the largest source of reductions. Over the years, California's low-emission vehicle regulations, and its giant car market, have spurred technological innovations. That should continue.

Two events on Wednesday highlighted California's ongoing leadership as a model for national standards.

The Obama administration announced that it would go ahead with ambitious fuel economy standards for the 2017 through 2025 model years, despite House Republican opposition. Obama, California and 13 major automakers had announced over the summer that they had agreed to an average of 54.5 mpg by 2025 – 62 mpg for cars and 44 mpg for light trucks (SUVs, pickups and vans). Beginning in 2017, cars would have to improve fuel efficiency 5 percent a year; light trucks, 3.5 to 5 percent a year.

Current standards require manufacturers to raise efficiency to 35.4 mpg by 2016 – from 27 mpg today.

At the same time, California released proposed new emissions standards for cars and light trucks from 2015 through 2025. Vehicles sold in 2025 will cut the amount of greenhouse gas emissions by 50 percent. The proposal also builds on the state's zero-emission vehicle program – requiring manufacturers to produce increasing numbers of vehicles that have no tailpipe emissions, as well as plug-in hybrid electric vehicles. The goal is to have 1.4 million zero-emission and plug-in hybrid vehicles on the road in California by 2025 – representing 15 percent of new car sales.

California and federal standards are aligned. That allows manufacturers to produce a single, national fleet of passenger cars and light trucks driven by California's ambitious program.

Congressional Republicans, predictably, are squawking.

Rep. Darrell Issa, R-Vista, accused the Obama administration of waging "a war on the private automobile and the private light truck."

He's missing the point. The target is gas-guzzling vehicles with the aim of producing more fuel-efficient cars and light trucks. That saves people money at the pump and reduces our dependence on foreign oil. What's wrong with that?

House Republicans are trying to block the Obama administration from finalizing the fuel economy standards for the 2017 through 2025 model years. They're also trying to block California from moving forward with fuel emissions limits. That's a big step backward. Remember when the naysayers said requiring catalytic converters to reduce tailpipe emissions would destroy the American car industry? To date, researchers, designers and manufacturers have risen to the challenge of ambitious fuel economy and emissions standards, and we're all better off for it.

Fortunately, the Obama administration has not caved against the pressure – as it has on some other energy and environment issues. It and California need to remain allies in pursuing the 54.5 mpg goal.

http://www.sacbee.com/2011/11/18/4063631/dont-let-naysayers-kill-clean.html#mi_rss=Editorials

We All Want Clean Cars

Consumer Savings
Economic Growth
Cleaner Air

↑ AHEAD ↑

California Must Adopt Vehicle Standards to:

- Stimulate the economy, attract investment, generate jobs
- Save consumers money, provide more vehicle choices, reduce harmful pollution
- Demonstrate the state's leadership in the global economy, strengthen our competitive edge

CONSUMERS, BUSINESS AND LABOR
AC Propulsion, Inc.
Advanced Alternative Energy Solutions
American Federation of State, County, and Municipal Employees, Local 9634
Applied Materials
Laura Berland-Shane, Southern CA Chapter Director, E2
Better World Club
Bowman Design Group
ETC Power
Business Council on Climate Change
California Business Alliance for a Green Economy
California Cars Initiative
California Center for Sustainable Energy
California Federation of Teachers
California Public Interest Research Group (CALPIRG)
California RV Industry Association
California State Association of Electrical Workers
California for Clean Energy & Jobs Network
Center for Auto Safety
Central California Hispanic Chamber of Commerce
Cores
CleanTECH San Diego
Cliff Bar & Company
Conserv Fuel
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Ingeteam, Inc.
Intl Brotherhood of Electrical Workers, Local 6, 9, 11, 40, 47, 100, 180, 234, 302, 340, 418, 440, 441, 477, 551, 585, 617, 635, 684, 692
Intl Union of Painters and Allied Trades DC 36
Ironworkers Local 416
Ironworkers Local 433
Lambert Vineyard, LLC
Latin Business Association
Los Angeles College Faculty Guild, AFT 1521
Maurice Robinson & Associates, LLC
Mission Motors
Modular Process Technology Corp.
Nancy Stephens, Producer/Actress/Activist
Patagonia
PermaCity Solar
Pool Covers, Inc.
Professional Engineers in California Government
Sacred Planet Films

San Diego Renewable Energy Society
Silicon Valley Leadership Group
Small Business Majority
Solar City
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Southern California District Council of Laborers
Spirit Graphics and Printing, Inc.
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SV Green Tech Corp
Teamsters Local 396
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UNITE HERE Local 11
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SCIENCE AND PUBLIC HEALTH
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Latino Diabetes Association
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COMMUNITY, FAITH, ENVIRONMENT
African American Environmentalist Association
American Council for an Energy-Efficient Economy
Anahuk Youth Soccer Association
As You Sow
Azusa Beautiful
Bay Area Clean Air Task Force
Bay Area Climate Collaborative
California Bicycle Coalition
California Interfaith Power and Light
California Native Plant Society
California Young Democrats
Catholic Charities, Diocese of Stockton
Center for Energy Efficiency and Renewable Technologies
Central Valley Air Quality Coalition
Clean Air Now
Clean Coalition
Coalition for Clean Air
Community Environmental Council
Cool Davis Initiative
Cuarte Soccer League
East Yard Communities for Environmental Justice
EndOfCommunities for Clean Ports
Energy Independence Now
Environmental California
Environmental Defense Fund
Environmental Law Foundation
Fresno Metro Ministry

Friends of the Earth
Greenlining Institute
Green Sanctuary Committee, Unitarian Universalist
Church of Davis
Interfaith Social Justice Collaborative
KyotoUSA
Latino Environmental Advancement and Policy Institute
Latino United for Clean Air
Los Angeles Alliance for a New Economy
Move LA
Natural Resources Defense Council
The Nature Conservancy
Nuevo Amanecer Latino Children's Services
Orange County Interfaith Coalition for the Environment
Our Children's Earth Foundation
Pacifica Beautiful
Revive the San Joaquin
Safe Climate Campaign
Sierra Club California
Silicon Valley Bicycle Coalition
Skyline Veterans Alliance
Transportation for America
Union of Concerned Scientists
Unitarian Universalist Church of Fresno
University Synagogue
Valley Orthodox Church, Simi Valley
Vote Solar Initiative
William C. Velasquez Institute
Women's Energy Matters

GOVERNMENT
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Alameda County
Antelope Valley Clean Cities Coalition
City of Arcata
Luis A. Arjo, California State Assembly
Juan Arambula, California State Assembly (retired)
Oliver L. Barnes III, Fresno City Council, District 3
Bay Area Air Quality Management District
Jim Beal, Jr., California State Assembly
City of Bell Gardens
City of Benicia
City of Berkeley
City of Brisbane
City of Burlingame
CA Air Pollution Controls Officers Assoc. (CAPCOA)
CA Partnership for the San Joaquin Valley
City of Campbell
City of Covelo
Contra Costa County
City of Davis
Roger Dickinson, California State Assembly
City of Dublin
Eastern Kern Air Pollution Control District
City of El Cerrito
City of El Monte
Environmental Caucus, California Democratic Party
Miles Feuer, California State Assembly
City of Fresno
Carmelita Garcia, Mayor, Pacific Grove

Loni Hancock, California State Senate
Jon Harrison, Councilmember, Redlands
City of Healdsburg
Mario F. Hernandez, Mayor, City of San Fernando
Jared Huffman, California State Assembly
City of Huntington Park
Kern County
Kings County
Mike Lane, Visalia City Council
City of Livingston
Local Government Commission
City of Long Beach
City of Los Angeles
Bonnie Lowenthal, California State Assembly
Madera County
Virginia Madueno, Mayor, City of Riverbank
Eric Mar, Supervisor, San Francisco
Board of Supervisors
Marin County
City of Mendota
City of Merced
City of Milpitas
Bill Morning, California State Assembly
City of Monterey
Patrick Morris, Mayor, City of San Bernardino
City of Mountain View
Terry O'Day, Santa Monica City Council
City of Palm Springs
City of Palo Alto
Elizabeth Patterson, Mayor, City of San Jose
Pam Paley, California State Senate
City of Petaluma
Mary-Mitchell Rawling, Merced City Council
City of Redding
Anja Reinke, Mayor, City of Burbank
City of Richmond
City of Riverbank
Carol Russell, Councilmember, Cloverdale
Sacramento Regional Clean Cities Coalition
City and County of San Francisco
City of San Joaquin
San Joaquin Valley Unified Air Pollution Control District
City of San Jose
Anthony B. Santos, Mayor, San Leandro
Santa Clara County
Santa Clara County Cities Association
Santa Clara County Public Health Department
City of Santa Cruz
Santa Cruz County
City of Santa Monica
City of Santa Rosa
Helene Schneider, Mayor, Santa Barbara
City of Sebastopol
City of Sonoma
Sonoma County
South Bay Cities Council of Governments
City of Union City
City of Visalia
Western Region Clean Cities Coalitions
Town of Windsor
Anthony Wong, Mayor, Monterey Park
Pamela Wint

california
Clean Cars Campaign

www.calcleancars.org

california **Clean Cars Campaign**

IMMEDIATE RELEASE

January 25, 2012

Media Contact: Christina Haro, 415.453.0430

Californians Unite to Call for Strong Clean Car Standards
Businesses, consumers, doctors, cities, unions, faith leaders want strong standards

SACRAMENTO, CA - Hundreds of organizations and individuals – businesses, consumer advocates, public health organizations, unions, faith groups, and dozens of California cities, counties, and mayors – are speaking out in an ad to be published in tomorrow's *Los Angeles Times* (see ad here: www.calcleancars.org) supporting the strongest possible California clean car standards. The California Air Resources Board will vote on updates to its innovative Advanced Clean Cars Program on Thursday in Los Angeles.

"Stronger clean car standards are good for California consumers," said Ken McEldowney, Executive Director of Consumer Action, and Co-Chair of the California Clean Cars Campaign (Campaign). "California families will be able to spend less at the gas pump, and keep more money in their pockets."

CARB projects that drivers save about \$4,000 over the life of a next-generation clean car, despite it costing more up front.

The ad simply states:

We All Want Clean Cars, Consumer Savings, Economic Growth & Cleaner Air

California Must Adopt Vehicle Standards to:

- Stimulate the economy, attract investment, generate jobs
- Save consumers money, provide more vehicle choices, reduce harmful pollution
- Demonstrate the state's leadership in the global economy, strengthen our competitive edge

Backers of this statement include the cities of Los Angeles and San Francisco, unions representing electrical workers and teachers, business groups ranging from Small Business Majority to the California Ski Industry Association, and health groups including the California branches of the American Lung Association, American Cancer Society, the American Heart Association, and the Asthma and Allergy Foundation of America.

All are members of the Campaign, which supports strong clean car standards because they save consumers money, reduce air pollution, and support new jobs and investment in the fast-growing clean energy economy.

"The range of support for the cleanest possible cars is remarkable," said Wendy Greuel, Controller for the City of Los Angeles and a Campaign Co-Chair. "Clean cars standards unite businesses and unions, city and county officials, churches and synagogues, and Southern Californians and Northern Californians because they are a win for consumers, our economy and our air."

Bruce Klafter, Managing Director of Worldwide Operations for Applied Materials, and a Campaign Co-Chair added, "California's economy will benefit from updated clean car standards and businesses welcome the clear market signals these standards provide. Our state's clean technology leadership drives innovation, attracts investment, and fuels job growth."

Cleaning up California's vehicles would prevent more than 400 premature deaths a year, according to a study by the American Lung Association in California.

"The Clean Cars Program update under consideration would prevent hundreds of heart attacks and emergency room visits every year, along with thousands of asthma attacks, and tens of thousands of lost work and school days," said Jane Warner, President and CEO, American Lung Association in California and a Campaign Co-Chair. "Add it up, and the savings in terms of healthcare, environmental, and societal costs are over \$7 billion each year."

To see the *Los Angeles Times* ad visit <http://www.calcleancars.org>.

For a list of the Clean Cars Campaign Advisory Committee visit http://www.calcleancars.org/docs/Co-Chairs_AdvComm.pdf.

For a complete list of supporters of the California Clean Cars Campaign visit http://www.calcleancars.org/docs/CCC_Supporters.pdf.

About the California Clean Cars Campaign

The California Clean Cars Campaign is comprised of public health leaders, consumer groups, businesses, local governments, elected officials, organized labor, faith groups, environmental organizations, and other diverse constituencies that support the strongest possible standards for California's groundbreaking Clean Cars Program. Bringing the next generation of advanced, clean cars into the driveways of California families will help to reduce our dependence on oil, save consumers money, reduce air pollution, and support new jobs and investment in the state's clean energy economy. Visit us at: www.calcleancars.org.

What is



*doing to win
the clean cars race?*

- Driving innovation
- Revving the state's economic engine
- Racing to become the advanced car capital of the world

That's what.

We salute the California Air Resources Board as it makes history with a new Clean Cars Program that will drive job creation, save consumers billions at the pump, and reduce pollution by more than 25 percent by 2030.

CALIFORNIA. *TAKING THE CHECKERED FLAG.*



BCEP

BUSINESS FOR INNOVATIVE
CLIMATE & ENERGY POLICY

a project of Ceres

*BCEP members include Anvil Knitwear, Aspen Skiing Company, Avon Products, Ben & Jerry's, Old Bar, eBay, Eileen Fisher, Gap Inc., Jones Lang LaSalle, Levi Strauss & Co., New Belgium Brewing, Nike, The North Face, Outdoor Industry Association, Portland Trail Blazers, Seventh Generation, Starbucks, Storyfield Farm, Symantec, and Timberland.



patagonia



SILICON VALLEY
LEADERSHIP GROUP



BICEP

BUSINESS for INNOVATIVE
CLIMATE & ENERGY POLICY

a project of Ceres

For Immediate Release
January 25, 2012

Contact: Steve Tripoli, 978-460-3456
Roxanna Smith, 323-466-2491

Leading US, CA Businesses Endorse California's Clean Cars Leadership *Ad campaign backs new standards that will spark economic growth, create jobs*

Business for Innovative Climate & Energy Policy (BICEP), a coalition of major American businesses, is saluting California's efforts to accelerate nationwide adoption of innovative clean cars policies through a new ad campaign. These policies will drive job creation, save consumers billions at the pump and cut pollution more than 25 percent by the year 2030.

BICEP, along with a group of other top California businesses and business organizations, has launched the advertising campaign supporting strong standards in advance of the California Air Resources Board's vote this week to renew California's landmark Clean Cars Program (see ad [here](#)).

"No one ever won a race by throwing things into neutral or reverse," said Anne Kelly, Director of BICEP. "California's new Clean Cars Program will drive innovation and investment forward and create new opportunities for business. And that means economic growth and good new jobs for the people of California."

Joining BICEP in the ad campaign are California businesses and organizations including Applied Materials, the California Ski Industry Association, Patagonia, Silicon Valley Leadership Group, and Small Business Majority.

"As business people, we know that constant improvement is key to success," said Bruce Klafter, Managing Director-Worldwide Operations and Head-Corporate Responsibility & Sustainability for Applied Materials. "California is leading the way on Clean Cars yet again, and its actions will ensure that the state - and America - continue to grow our slice of the fast-growing, worldwide, multi-billion dollar clean energy sector."

BICEP, a project of Ceres, is a coalition of leading consumer brand companies committed to working with policy makers to pass meaningful energy and climate legislation that will enable a rapid transition to a low-carbon, 21st century economy that will create new jobs and stimulate economic growth while stabilizing our planet's

fragile climate. Ceres is a non-profit organization that leads a national coalition of investors, environmental organizations and other public interest groups working with companies to address sustainability challenges such as global climate change and water scarcity.



Dear California Air Resources Board Members:

As nationally recognized consumer organizations that serve to protect the consumer interest at the policy level, we urge you to vote in favor the strongest possible Advanced Clean Cars Program standards at your January board meeting.

Ensuring strong clean car standards protects consumers. In practice, cleaner car standards encourage the development of cars that go farther on a gallon of gas, and of alternatively-fueled vehicles. The result is cleaner, more efficient cars that help reduce America's vulnerability to oil and gasoline price shocks.

Consumers understand the benefits. They have consistently voiced support for California's leadership and clean car standards. The latest *Consumer Reports* survey, for example, found that:

- Eighty-one percent of respondents in California agreed that the state should require all automakers to significantly reduce the emissions of greenhouse gases from new cars, light-duty trucks and SUVs.
- Seventy-five percent of California consumers think California should require automakers to build fleets that include increasing numbers of zero emission vehicles, including electric and hydrogen fuel cell cars.
- Seventy-seven percent of Californians polled said there should be state requirements for oil companies to make cleaner fuels like hydrogen and electricity available for public consumption when there are enough cars in the area that use those fuels.

Now is the time to push for more efficient cars. Last year, gasoline prices set a record high, averaging \$3.53 per gallon, pushing household gasoline expenditures to a record, as well, reaching an average of over \$2850 per year. Analysts say gas prices might be headed to record highs in 2012, with some expecting regular gasoline to climb as high as \$4.59 in California.¹

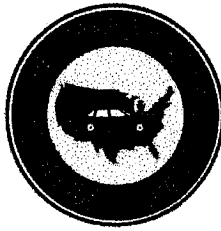
CFA's latest poll found that over 70% of Americans support states being allowed to continue setting tailpipe emission standards that, as a result, increase fuel economy for motor vehicles. These people—in states across the nation-- are counting on California to lead America to a cleaner, more sustainable, more affordable future. They join us in encouraging you to vote "yes" for the strongest possible Advanced Clean Cars standards at the CARB board meeting in January.

Sincerely,

Mark Cooper, Director of Research for Consumer Federation of America

Rosemary Shahan, President of Consumers for Auto Reliability and Safety

David Champion, Director of Auto Test Division at Consumer Reports



The Consumer Federation of America is an association of nearly 280 nonprofit consumer organizations, established in 1968 to advance the consumer interest through research, advocacy, and education.

Consumers Union is the policy and advocacy division of Consumer Reports, an expert, independent, nonprofit organization, whose mission is to work for a fair, safe, and just marketplace for all consumers.

Consumers for Auto Reliability and Safety is a national, award-winning non-profit auto safety and consumer advocacy organization that works to save lives, prevent injuries, and protect consumers from auto-related fraud and abuse.

i "Gas prices might be headed to record highs in 2012, analysts say," The Los Angeles Times, November 8, 2011, by Ronald D. White: <http://articles.latimes.com/2011/nov/08/business/la-fi-gas-prices-20111108>

Dear California Air Resources Board Members:

As organizations representing millions of underprivileged and minority consumers across California, we urge you to vote "yes" on the strongest possible Advanced Clean Cars Program standards at your January board meeting.

Ensuring strong clean car standards protects Californians, especially children, the poor, and people of color, all of who suffer disproportionately from health problems caused by vehicle emissions. Cleaner car standards also encourage efficiency that help cars go farther on a gallon of gas, which will help to protect our clients and their families from high gas prices.

Now is the time to push for even cleaner, more efficient cars.

Every year, at least 9,200 premature deaths can be attributed to California's air quality according to the American Lung Association. Researchers at the University of Southern California recently found that even short-term exposure to traffic pollution causes brain damage.^{1,2}

High capacity roads and highways are often located in urban areas near low-income communities and schools, where people of color, low-income consumers and their children are disproportionately affected by smog and other tailpipe pollution.^{3,4}

The Air Resources Board must not delay the highest possible standards. Our most vulnerable communities demand conviction and steadfastness.

Analysts say gas prices might be headed to record highs in 2012, with some expecting regular gasoline to climb as high as \$4.59 in California.⁴

Our communities – and those in states across the nation - are counting on California to lead America to a cleaner, healthier and more affordable future. We all urge you to vote "yes" on the strongest possible Advanced Clean Cars standards at the CARB meeting in January.

Sincerely,

Community groups, community group staff that serve low and middle income consumers, people of color and limited-English-speaking consumers:

Groups

Ken McEldowney, Executive Director, Consumer Action, San Francisco
Sharon Hillery, Executive Director, Fair Housing Consultants, Lakewood
Leticia Bejarano, YWCA, Monterey

Bhim Timsina, Employment / Social Adjustment Counselor, Lao Family
Community Development, Inc., Oakland

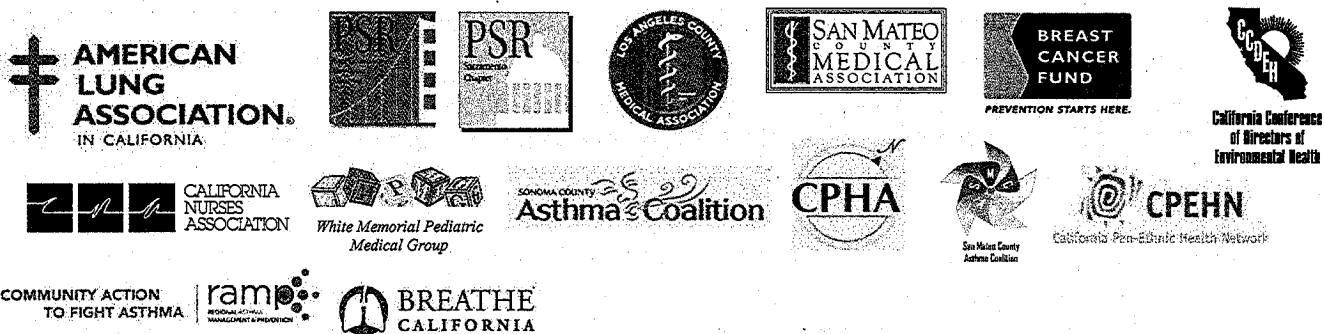
Group Staff

Ming Chang, Cameron House, San Francisco
Allan Navarro, San Jose Job Corps, San Jose
Ruben Johnson, Temple Community Outreach, San Bernardino
Kay Ikuta, Inglewood Public Library, Inglewood
Carlos Vargas, Springboard Nonprofit, Riverside
Marlene Tran, Visitacion Valley Asian Alliance (VVAA), San Francisco

Consumers

Nancy Theresa Mominguarpok Inotowok, Oakland
Hoang Ho, Oakland
Christy Cofer, Discovery Bay
Eva E. Cadena, San Bernardino
Loistine Herndon, Highland
Michael B Eppley, Pacific
Gilbert Grijalva, Imperial
Vinh Kim Vu, Alameda
Estella G. Mojica, Los Angeles
Jorge Vera, Los Angeles
Mary Howard, Simi Valley
Victor Bonanno, Sacramento
Marta Stern, Altadena
Kevin M. Davison, (City Unknown)
Leif Lovegren, Irvine
Diana Martinez, Anaheim
Muriel Young

-
1. American Lung Association in California. State of the Air 2010: www.stateoftheair.org
 2. "The Effect of Air Pollution on Lung Development from 10 to 18 Years of Age," *The New England Journal of Medicine*: <http://www.nejm.org/doi/full/10.1056/NEJMoa040610>
 3. "Low-Income, Minority Communities Disproportionately Exposed To Toxic Air Pollutants, Study Finds," *Medical News Today*:
<http://www.medicalnewstoday.com/releases/148257.php>
 4. "Gas prices might be headed to record highs in 2012, analysts say," *The Los Angeles Times*, November 8, 2011, by Ronald D. White:
<http://articles.latimes.com/2011/nov/08/business/la-fi-gas-prices-20111108>



January 18, 2012

Mary Nichols, Chairman
California Air Resources Board
1001 I Street
Sacramento, CA 95814

RE: Public Health Support for Strong Clean Car Standards

Dear Chairman Nichols and Air Resources Board members:

The undersigned members of California's public health and medical community are writing to voice our support for your board seizing this historic opportunity to improve air quality and public health for generations to come. The upcoming vote by the California Air Resources Board (CARB) on the package of advanced clean cars regulations is a critical public health decision and we stand in support of California's leadership to enact the strongest vehicle emission and technology standards possible.

As health and medical organizations, we are extremely concerned about the public health crisis caused by air pollution in our communities from vehicle emissions, including illnesses and premature death from lung cancer, asthma attacks, chronic obstructive pulmonary disease, heart attacks, strokes, and increased hospitalizations from breathing problems. The American Lung Association in California report, *Road to Clean Air* found that by setting the strongest possible clean car standards to reduce emissions, California could avoid over \$7 billion in annual health and other societal costs, while also avoiding 400 premature deaths, over 8,000 asthma attacks, and over 36,000 lost school and work days each year.

California's clean cars program will create the next generation of low polluting vehicles to make our state a global leader in clean car technology and protect public health. As such, we support all components of the advanced clean cars program, including the **Low Emission Vehicle/ Criteria Pollutant Regulation, the Low Emission Vehicle/GHG Regulation, the Zero Emission Vehicle Regulation and the Clean Fuels Outlet Regulation** to meet our long term air pollution and greenhouse gas reduction goals. This package of regulations is critical to bolster California's transition from petroleum to cleaner transportation energy sources and ensure that cleaner fuels are readily available in California. In addition, we urge you to take the following actions to further strengthen the proposals for criteria pollutants and ZEVs:

Low Emission Vehicle Criteria Pollutants: We strongly support the proposed standards for ratcheting down on smog-forming gases and fine particulate pollution, however we urge you to speed up the pace of compliance with the particulate matter standard. As proposed, the fine particulate standard (1 mg per mile) would not begin to be phased in until 2025 and not fully realized until 2028. Instead, we urge full implementation of the standard by 2025.

Zero Emission Vehicle Program: We commend CARB for proposing to strengthen the zero emission technology mandate to require over one million zero emission vehicles by 2025. A strong technology mandate is critical to transitioning away from harmful fossil fuels and toward a more sustainable, clean air future. However, we urge you to carefully review the provision that allows car companies to reduce the numbers of zero emission vehicles if they achieve a sufficient level of over-compliance with the greenhouse gas reduction requirements. CARB must remain focused on achieving the highest possible numbers of zero-emission vehicles on the road over the next fifteen years in order to meet our clean air and climate goals. We urge you to limit this provision to reduce impacts to California's vital ZEV program. We urge you to ensure the greatest possible achievement of clean air, climate and clean technology benefits through the ZEV program.

We are pleased that California is finally moving forward to adopt this package of regulations to dramatically increase the numbers of clean, low carbon vehicles on the road in California and to require fuel providers to support the growing market for zero emission vehicles. Our organizations support the strongest possible standards and the work of the Air Resources Board to accelerate the next generation of cleaner, pollution-free cars.

Sincerely,

Bonnie Holmes-Gen
Executive Director, Air Quality and Public Health
American Lung Association in California

Jeanne Rizzo, RN
President and CEO
Breast Cancer Fund

Andy Katz, JD
Government Relations Director
Breathe California

Justin Malan
Director
California Association of Environmental Health Administrators

Vicki Bermudez, RN
Regulatory Policy Specialist
California Nurses Association

Ruben Cantu
Program Director
California Pan-Ethnic Health Network

Dave Spath
President
California Public Health Association-North

Debra R Judelson MD
President
Los Angeles County Medical Association

Robert M. Gould, MD
President
San Francisco-Bay Area Chapter
Physicians for Social Responsibility

Harry Wang, MD
President
Physicians for Social Responsibility/Sacramento

Anne Kelsey-Lamb, MPH
Regional Asthma Management and Prevention
Community Action to Fight Asthma

Dorothy Vura-Weis, MD, MPH, Chair
San Mateo County Asthma Coalition

Sue Malone
Executive Director
San Mateo County Medical Association

Michelle House, Director
Sonoma County Asthma Coalition

Sonal R. Patel, MD, MS
Pediatric/Adult Allergy & Immunology
White Memorial Pediatric Medical Group

Health Network for Clean Air

A network of health organizations working to improve air quality in California

 **AMERICAN LUNG ASSOCIATION.**
IN CALIFORNIA

Health and Medical Support for Strong California Clean Car Programs

The undersigned public health and medical professionals strongly support California's efforts to reduce air pollutants and greenhouse gases from motor vehicles and urge the State of California to continue its national and international leadership in promoting clean vehicle policies and technologies. Without strong action to reduce emissions, global warming will exacerbate our existing air pollution-related public health crisis.

We are deeply concerned about the poor health outcomes caused by air pollution that is driven largely by transportation emissions in California. Along with triggering asthma attacks, exposure to vehicle pollution contributes to new asthma cases, impairs lung function and development and contributes to respiratory and cardiac illnesses and even premature deaths. Global warming will add to these burdens as higher temperatures lead to reduced air quality, more intense heat waves, increased wildfire smoke exposure and other public health challenges. We are especially concerned about low-income communities and other vulnerable populations including seniors, children and infants and those already suffering from lung, heart and other chronic diseases.

We support the leadership of the State of California in its ongoing efforts to implement policies and programs that reduce greenhouse gas emissions while also advancing public health, air quality and environmental goals.

We urge the California Air Resources Board to move forward this year to protect public health by enhancing California's Low Emission Vehicle (LEV) criteria pollutant and greenhouse gas regulations to reduce emissions from all new motor vehicles and by strengthening the state's Zero Emission Vehicle (ZEV) program.

We believe that the strongest possible motor vehicle emission standards are critically important for the health of California residents and, as other states and the federal government adopt California vehicle standards, for the health of all Americans.

Janet Abshire, MD
Sacramento

Christine Angeles, MD
Burlingame

Lawrence Aronson, MD
Los Altos

John Ackerman, MD
Santa Barbara

Laura Applebaum, MD
Rocklin

Troy Barber, MD
Vallejo

Victoria Akins, MD,
Sacramento

Jeff Applebaum, MD
Rancho Murrieta

Laura Barrett, RN
Sacramento

Ellen Alkon, MD, MPH
Rolling Hills Estates

Samuel Applebaum, MD
Rocklin

Cynthia Cory Bartz, RN
Escondido

Steve Benak, MD Riverbank	Michael Condie, MD Los Altos	Robert Gould, MD San Francisco
Debra Berliner, MPH Berkeley	David Cooke, MD, FCCP, FACS Sacramento	Andrea Graboff, PT Irvine
Victoria Bermudez, RN Carmichael	Sister Janet Corcoran, MA Santa Maria	Anya Gutman, MPH Berkeley
Gloria Bertucci, MD Long Beach	Ian Cree, MB, MS, FRCS, FACS San Francisco	Kevin Hamilton, RRT, RCP Fresno
Rajiv Bhatia, MD, MPH San Francisco	Yolanda Cuevas, RN, RCP Los Angeles	Leslie Hata, DDS Oakland
Kathleen Blossfield, RN Fresno	Vivien D'Andrea, MD Mountain View	Ari Hauptman, MD, Santa Rosa
John Blossom, MD Fresno	Tiffany Davies, MD Los Gatos	Charlene Hauser, MD, MPH Sacramento
William Broad, MD Los Gatos	Andrew Deckert, MD, MPH Redding	Stephen Heilig, MPH San Francisco
Arthur Brown, MD Los Altos,	Andrea DeZubiria, PT Fresno	Fred Herskowitz, MD Oakland
Thomas Bush, MD San Jose	Rodrigo Dezubiria, MD Fresno	Tiffany Hill, MD San Bernardino
Donna Carr, MD Encinitas	Ralph DiLibero, MD Sacramento	Marie Hoemke, MPA, RN Napa
Gaile Carr, RN Mount Shasta	Milton Drachenberg, MD Long Beach	James Howard, MS Sacramento
Shelly Carroll, RN, MSN, San Francisco	Teri Duarte, MPH Sacramento	Kubrah Howell, HMD, PhD Santa Rosa
Marilyn Carter, RCP Fresno	Joanne Ebba, MD Rancho Palos Verdes	Alyonik Hrushow, MPH San Francisco
Stan Chau Santa Clara	Seham El-Diwany, MD San Jose	Kent Imai, MD Santa Clara
Casey China, MPH Los Angeles	Laura Ellers, RCP Hesperia	Mark Isaacson, MD Monterey
Ricky Choi, MD, MPH Oakland	Barbara Erny, MD Sunnyvale	David Lopez, MS Fresno
Robin Clarke, MD Los Angeles	Bruce Fleming, MSW Van Nuys	Karen Jakpor, MD, MPH Riverside
Howard Cohen, PhD Palo Alto	Perrin French, MD Palo Alto	Barbara Langham, RN Napa
Barbara Cole, RN, PHN, MSN Riverside	Alvaro Garza, MD, MPH Modesto	Bill Legere, RRT Clovis
C Andrew Combs, MD San Jose	William Goodrow, MD Los Gatos	Richard Jackson, MD, MPH Los Angeles

Stephen Jackson, MD
Monte Sereno

John Jamison, MD
Salinas

Joyce King, MD
Long Beach

Jay Jones, PhD
Upland

Martin Joye, MD
Vacaville

Michael Kelly, MD
San Diego

Ria Kubota, RN
El Sobrante

Ware Kuschner, MD
Palo Alto

Albert Landucci, DDS
San Mateo

John Lee, MD
Walnut Creek

Bill Legere, RRT
Clovis

Harvey Levin, DPM
Huntington Beach

Cathie Lippman, MD
Beverly Hills

Tony Madrid, PhD
Santa Rosa

Ruth Malone, RN, PhD
San Francisco

Stanley Markowski, MD
Saratoga

Stephen McCurdy, MD, MPH
Davis

Jim Mangia, MPH
Los Angeles

Patricia Marlatt, RTT, CRT
Los Angeles

Michael Martin, MD
Santa Rosa

Rob McConnell, MD
Los Angeles

Robert Meagher, MD
Sacramento

Thurman Allen Merritt, MD, MPH
Loma Linda

John Miller, MD
San Pedro

Marianne Morissette, RN, MA
San Diego

Richard Moss, MD
Palo Alto

Kari Nadeau, MD, PhD
Stanford

Carrie Nagy, MPH
Los Angeles

Elina Nasser, MPH
Los Angeles

Diana Ngo, MPH
Belmont

Anthony Nespole, MD
Monte Sereno

John Oda, RN
San Francisco

Michael Ong, MD, PhD
Los Angeles

Sue Padernacht, MA
Huntington Beach

Kenyatta Parker, MPH
Tustin

Sonal Patel, MD
Glendale

Lloyd Peckner, MD
Santa Monica

David Pepper, MD
San Francisco

Janet Perlman, MD, MPH
Berkeley

Beth Purrinson, RN, CNM, NP
Sacramento

Paul Quinton, PhD
San Diego

Tamanna Rahman, MPH
Corona

Savita Reis, MD
Whittier

Clare Rene, MD
Davis

Helen Rockas, MD
Fresno

Lowell Rogers, MD
Long Beach

Trisha Roth, MD
Santa Monica

Cindy Russell, MD
Mountain View

Timothy Sankary, MD, MPH
Santee

Robert Sawyer, PhD
Oakland

Marc Schenker, MD, MPH
Davis

Janet Scully, MPH
Los Angeles

Ibtisam Sirhan, MPH
Long Beach

John Trefton, PhD
Trabuco Canyon

Alex Sherriffs, MD
Fowler

Charles Shields, DC
Sacramento

Dara Som, MPH
Bakersfield

Gary Steinke, MD
San Jose

Georjean Stoodt, MD, MPH
Davis

Ira Tager, MD, MPH
Berkeley

Charity Thoman, MD, MPH
Santa Barbara

Sarah Underwood, MPH
Sacramento

Harry Wang, MD, FAAP
Sacramento

Robert Vinetz, MD
Los Angeles

Jeffrey Urman, MD
Palo Alto

Joanne Wellman, MPH, RDH
Sacramento

David Whipple, PhD
Pacific Grove

Petra Wilder-Smith, DDS, PhD
Long Beach

Ken Yoneda, MD
Sacramento

Harry Yuan, DO, MPH, FAAP
Riverside



January 25, 2012

California Air Resources Board
Post Office Box 2815
Sacramento, California 95812
Attn: Chairman Mary Nichols

RE: Support for ARB's Proposed Advanced Clean Cars Program – LEV III Amendments

Dear Chairman Nichols and Board Members,

As leaders in various faith organizations representing thousands of congregations, we urge you to pass the proposed Advanced Clean Cars (LEV III) standards. We understand that these standards are designed so that, by 2025, new cars will: emit 34 percent fewer carbon emissions and 75 percent fewer smog-forming emissions; and save an average of \$6,000 in fuel over the life of the car. The new standards will put our state on track so that, by 2050, 87% of the passenger cars on our roads will be powered by batteries or fuel cells. These Advanced Clean Cars Standards will protect public health, strengthen California's economy, and address climate change.

All faith traditions hold common principles of stewardship of Creation and reverence for life. To us, that means practical action on the following issues:

Protecting air quality and health: California has some of the worst pollution in the country, which contributes to incidents of respiratory illness, heart and lung disease and even premature death. Mobile sources, including cars, are major contributors to smog and other air toxins, such as particulate matter.

Working for a healthy economy: Clean Cars Standards will drive technology innovation, which will stimulate California's economy and spur job creation. The new standards will also increase the fuel efficiency of new vehicles, thus requiring less of a family's budget for gas.

Transitioning to a clean energy future: For too long, California and the U.S. have over-relied on dirty-burning fossil fuels, which is damaging human health and Earth's ecosystems. As people of faith, we are called to consider the effect on God's Creation and on the health of our neighbors, especially the most vulnerable among us who suffer most from air pollution and climate impacts. When we examine the moral implications of our energy choices we find that a rapid transition to clean energy is imperative.

Mitigating climate change: Already, we have seen the damaging effects of climate change on human populations, including severe weather events, food shortages, dangerous heat waves, advancing tropical

diseases, and unhealthy air quality. By curbing carbon pollution now and cleaning up our air we can avoid even worse climate change scenarios and protect human health and all of Creation.

The Advanced Clean Car Standards will address all these issues and make us all part of the solution by cleaning up the cars we drive.

We appreciate the ongoing efforts of the California Air Resources Board in making California, yet again, a leader in the transition to a clean energy economy and a protector of human health. Please support the proposed LEV-III amendments.

Thank you for your attention in this matter.

Sincerely,

The Rev. Canon Sally Bingham
Episcopal Diocese of California Commission on the Environment

Susan Stephenson, Executive Director
California Interfaith Power & Light

Betsy Reifsnider, Environmental Justice Director
Catholic Charities, Diocese of Stockton

Shakeel Syed, Executive Director
Islamic Shura Council of Southern California

Peter Laarman, Executive Director
Progressive Christians Uniting

Rev. Albert G. Cohen, Executive Director
Southern California Ecumenical Council

Bhawana Kamil, President
Muslim American Society-Bay Area

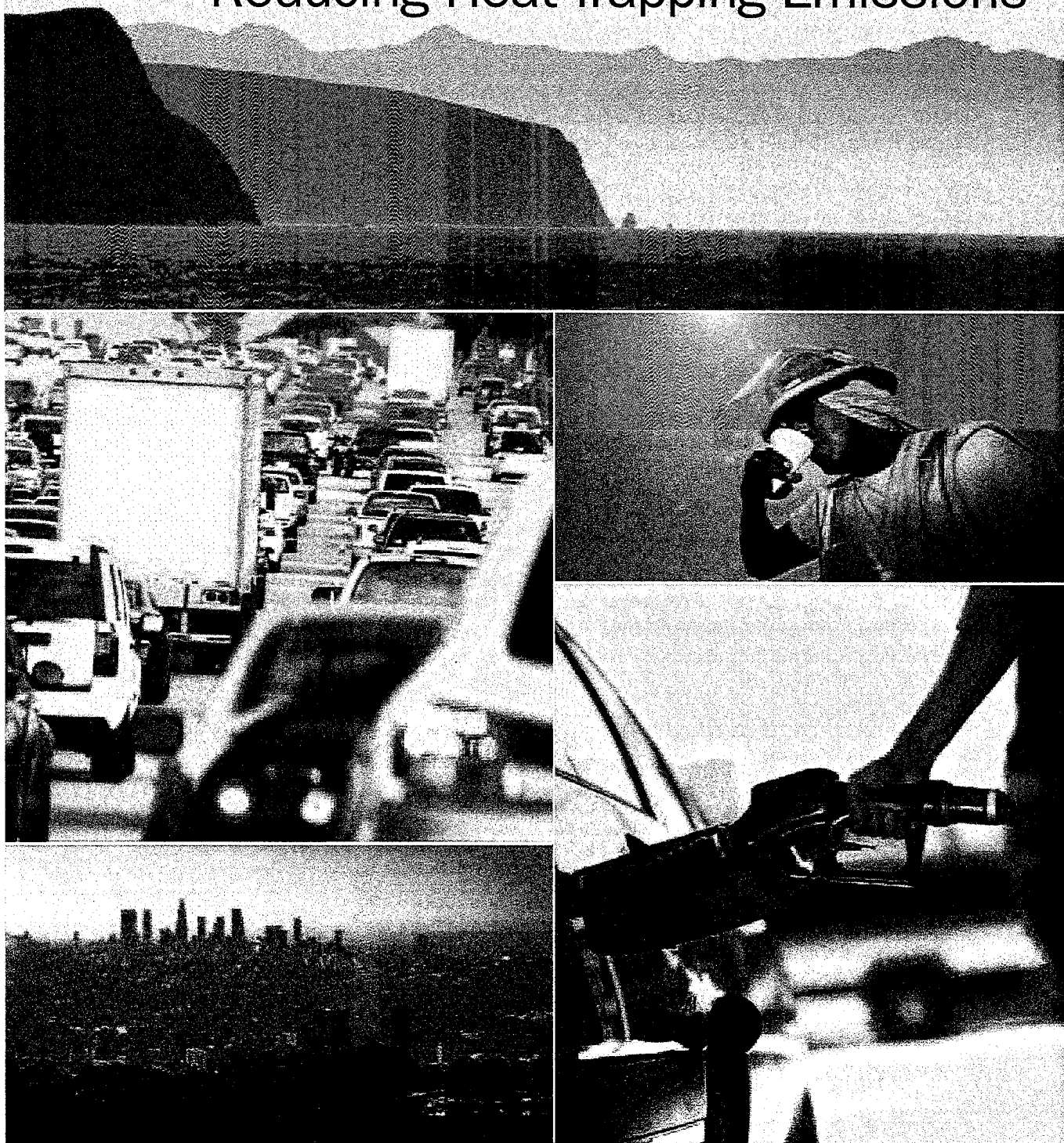
Rev. Earl W. Koteen, Consulting Minister for Climate Justice
Unitarian Universalist Legislative Ministry California

Mark Carlson, Director
Lutheran Office of Public Policy

Margaret Henke and Sherri Loveland, Co-Chairs
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JANUARY 2012

An Open Letter from California Scientists and Engineers on
**Advanced Clean Cars and
Reducing Heat-Trapping Emissions**



We write to urge California leaders to seize the opportunity, once again, to demonstrate that the nation can begin to meet the climate challenge by adopting strong policies that will further reduce heat-trapping emissions from cars and trucks.

The causes and risks of climate change are clear and well documented. In May 2010, a report by the U.S. National Academy of Sciences concluded “Climate change is occurring, is caused largely by human activities, and poses significant risks for—and in many cases is already affecting—a broad range of human and natural systems.”

Global average surface temperatures have increased at a rate of 0.7°C (1.3°F) per century since 1900, with the rate accelerating to approximately 0.16°C (0.29°F) per decade since 1970,¹ and impacts are now being observed worldwide.² These temperature changes, driven by human-caused emissions, have locked in further changes, such as sea-level rise that intensifies coastal flooding and dramatic changes in snowpack that risk disrupting water supplies in the western United States.³ If emissions continue unabated, California will face continued warming with more temperature extremes, faster sea-level rise, increasing risks and cost for agriculture, and severe public health challenges for at-risk populations.⁴

The longer we wait to bring down emissions, the harder and more costly it will be to limit climate change impacts and to adapt to those that cannot be avoided. We already have the solutions and technology to start significantly reducing emissions.

Informed by the threats to California from climate change, the state has set a long-term goal to reduce its heat-trapping emissions 80 percent below 1990 levels by 2050. Cars, trucks, and other mobile sources account for nearly 40 percent of these emissions in California.⁵

We urge you to adopt policies that will reduce heat-trapping emissions from cars and trucks over the next decade and beyond, while promoting advancements in vehicle and fuel technologies that will create jobs and will be needed to meet the state’s long-term emissions reductions goals.

1 Blunden, J., D.S. Arndt, and M.O. Baringer. 2011. State of the climate in 2010. *Bulletin of the American Meteorological Society* 92:S1–S236. DOI:10.1175/1520-0477-92.6.S1.

2 Solomon, S., D. Qin, M. Manning, R.B. Alley, T. Berntsen, N.L. Bindoff, Z. Chen, A. Chidthaisong, J.M. Gregory, G.C. Hegerl, M. Heimann, B. Hewitson, B.J. Hoskins, F. Joos, J. Jouzel, V. Kattsov, U. Lohmann, T. Matsuno, M. Molina, N. Nicholls, J. Overpeck, G. Raga, V. Ramaswamy, J. Ren, M. Rusticucci, R. Somerville, T.F. Stocker, P. Whetton, R.A. Wood, and D. Wratt. 2007. Technical Summary. In *Climate change 2007: The physical science basis*. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, edited by S. Solomon, D. Qin, M. Manning, Z. Chen, M. Marquis, K.B. Averyt, M. Tignor, and H.L. Miller. Cambridge, UK: Cambridge University Press.

3 Barnett, T.P., D.W. Pierce, H.G. Hidalgo, C. Bonfils, B.D. Santer, T. Das, G. Bala, A.W. Wood, T. Nozawa, A.A. Mirin, D.R. Cayan, and M.D. Dettinger. 2008. Human-induced changes in the hydrology of the western United States, *Science* 319(5866):1080–1083. DOI: 10.1126/science.1152538.

4 Moser, S., G. Franco, S. Pittiglio, W. Chou, and D. Cayan. 2009. The future is now: An update on climate change science impacts and response options for California. Prepared for California Energy Commission, Public Interest Energy Research Program. CEC- 500-2008-071. Online at www.energy.ca.gov/2008publications/CEC-500-2008-071/CEC-500-2008-071.PDF.

5 California Air Resources Board. Greenhouse Gas Emission Inventory Data—2000 to 2008. Online at www.arb.ca.gov/cc/inventory/data/data.htm, accessed November 10, 2011.

An Open Letter from California Scientists and Engineers on Advanced Clean Cars and Reducing Heat-Trapping Emissions

The signers of this statement are scientists and engineers who live or work in California. Scientists have published and have a Ph.D. or are in a Ph.D. program. Engineers have a Ph.D., a master's degree with at least five years of career experience, or a bachelor's degree with at least 10 years of career experience. All signers have expertise relevant to our understanding of climate change, its impacts, or solutions.

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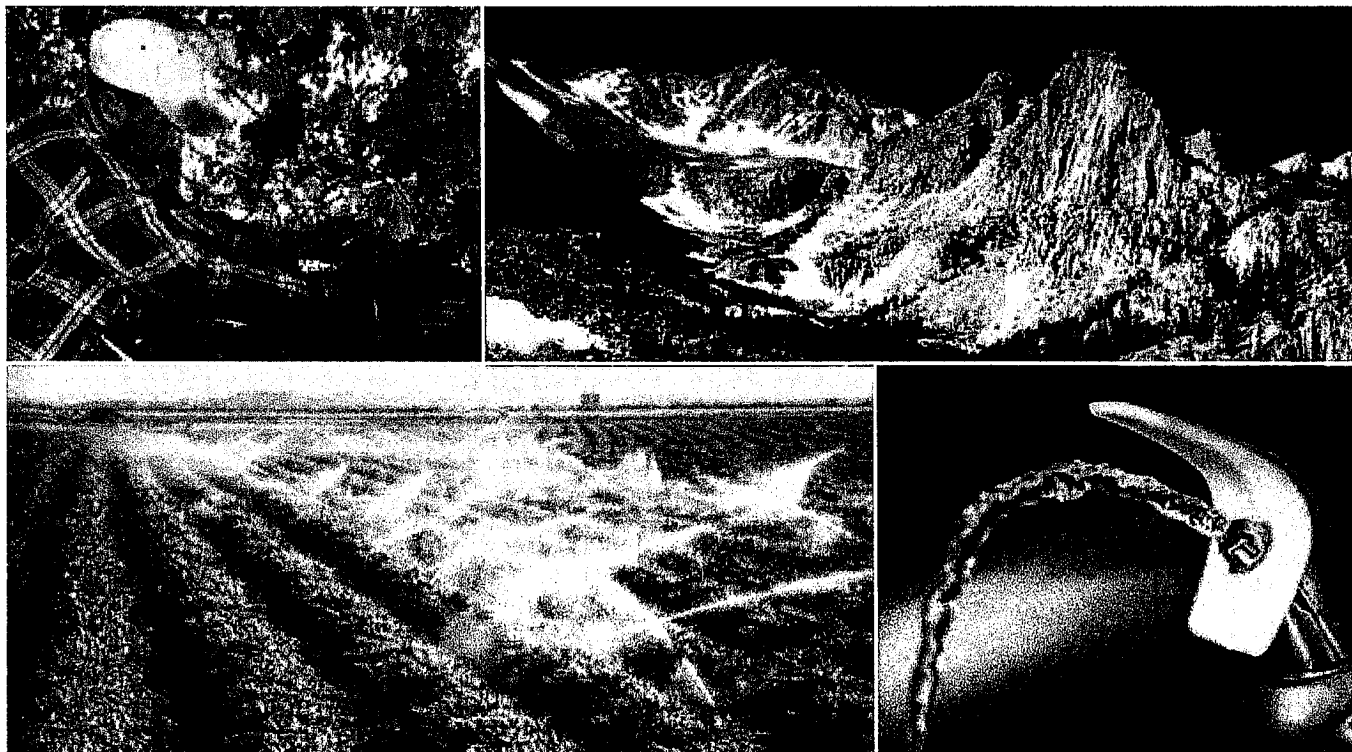
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"Only a very few years remain in which drastic reductions in global emissions must begin if warming is to be limited to 2°C or any other reasonable level. The world is squandering valuable time, and time is running out."

RICHARD C. J. SOMERVILLE

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Compiled by the Union
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visit [www.ucsusa.org/
ca-scientist-letter](http://www.ucsusa.org/ca-scientist-letter).

Our energy choices yesterday have ensured the warming of today and the next few decades. That means we have to prepare for the impacts of climate change that are now inevitable. At the same time, we are shaping—today—the climate of the decades ahead. Our choices now will determine how hot it gets and how much more climate change we will have to cope with. For me, there is no question that we need state and federal policy to support the right choices we each make today to reduce heat-trapping gases."

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Union of Concerned Scientists,
January 2012.



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June 7, 2011

Dear Assistant Administrator McCarthy, Administrator Strickland, and Chairman Nichols:

Last year, the Environmental Protection Agency (EPA), the National Highway Traffic Safety Administration (NHTSA), and the California Air Resources Board (CARB) worked together to set standards through 2016 that would raise the average fuel efficiency of new vehicles to about 34.1 miles per gallon and cut the average global warming pollution from new vehicles to about 250 grams per mile. Now, your agencies are working together to develop the second phase of standards covering new vehicles sold in model years 2017-2025 that could cut new vehicle global warming emissions up to an additional 45 percent and raise fuel efficiency standards to as much as 60 miles per gallon.

Strong, cost-effective standards will provide consumers with a wider choice of cleaner and more fuel efficient vehicles that save drivers money. In the absence of standards, market barriers prevent drivers from realizing these savings, leaving drivers without the options they need to respond to volatile and rising gasoline prices. Standards are the right policy approach given the realities of this marketplace.

Our continued dependence on oil puts our economy at risk from the effects of oil price volatility and energy insecurity. Oil price spikes were associated with most of the U.S. recessions in the past 40 years.¹ The United States currently sends \$1 billion each day to foreign countries to pay for oil and other petroleum products—that is equivalent to more than half of the average daily U.S. trade deficit over the last decade.²

Strong standards that save drivers money can also support robust employment. Increasing standards will promote new vehicle technologies and increase investment in the auto industry, generating new jobs throughout that sector. The savings consumers realize at the pump will also shift consumer purchases away from the petroleum and wholesale industries to other parts of the economy that generate more jobs for every dollar spent.³

Finally, strong standards will help reduce the heat-trapping emissions that cause global warming. Current and projected climate change impacts pose significant risks to public health, the economy, and the environment. Delaying action now and waiting for the future before initiating accelerated action to reduce global warming emissions would be more costly than initiating action now.

We support these efforts to reduce global warming emissions, improve the fuel efficiency of our vehicles, reduce our dependence on oil, and protect public health by ensuring drivers have more choices for clean cars and light trucks through the use of strong, cost-effective standards.

Signed,

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INSTITUTIONAL AFFILIATION LISTED FOR IDENTIFICATION PURPOSES ONLY

1. Causes and Consequences of the Oil Shock of 2007–08,
http://www.brookings.edu/~media/Files/Programs/ES/BPEA/2009_spring_bpea_papers/2009a_bpea_hamilton.pdf
What Is an Oil Shock, Hamilton (2003) <http://dss.ucsd.edu/~jhamilton/oil.pdf>

2. Cost of petroleum imports based on U.S. Energy Information Agency data, net petroleum product imports between March 19th 2010 and March 18th 2011 averaged 9.6 million barrels per day. At \$100 per barrel, this equates to \$960 million dollars per day. EIA data available at: http://www.eia.doe.gov/dnav/pet/pet_move_wkly_dc_NUS-Z00_mbbldp_w.htm Historical U.S. trade data from the U.S. BEA available at: http://www.bea.gov/newsreleases/international/trade/trad_time_series.xls

3. Based on data from the Bureau of Labor Statistics, http://www.bls.gov/emp/ep_data_industry_out_and_emp.htm

Economists Letter on Clean Car Standards and Oil Dependence

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Economists Letter on Clean Car Standards and Oil Dependence

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california Clean Cars Campaign

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Campaign Co-Chairs	
Wendy Greuel, Controller	City of Los Angeles
Bruce Klafter, Managing Director – Worldwide Operations, Head - Corporate Responsibility and Sustainability	Applied Materials
Ken McEldowney, Executive Director	Consumer Action
Jane Warner, President and CEO	American Lung Association in California

Advisory Committee	
	<i>As of January 23, 2012</i>
Name	Organization/Affiliation
Norris McDonald	African Environmentalist Association
Will Barrett and Jenny Bard (for Jane Warner)	American Lung Association in California
Aicel Gutierrez (for Bruce Klafter)	Applied Materials
Zachery Scott	Asthma and Allergy Foundation of America, California Chapter
Janet Scully	Asthma Coalition of Los Angeles County
Elizabeth Patterson, Mayor	Benicia, City of
Nils Moe	Berkeley, City of; Office of Mayor Tom Bates
Tom Bowman	Bowman Design Group
Andy Katz	Breathe California
Terry Nagel, Mayor	Burlingame, City of
Felix Kramer	California Cars Initiative
Justin Malan	California Conference of Directors of Environmental Health
<i>Rachel O'Brien*</i>	<i>California Conference of Directors of Environmental Health</i>
Rev. Canon Sally G. Bingham	California Interfaith Power and Light; The Regeneration Project
Susan Stephenson	California Interfaith Power and Light
Ruben Cantu	California Pan-Ethnic Health Network
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Craig Lewis	Clean Coalition

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<i>Elizabeth Jonasson*</i>	<i>Coalition for Clean Air</i>
Audrey Perrott (for Ken McEldowney)	Consumer Action
Shannon Baker-Branstetter	Consumers Union
<i>Chuck Bell*</i>	<i>Consumers Union</i>
Richard Corral	Corral Consulting
Colleen Quinn	Coulomb Technologies
Nick Lopez	Duarte Soccer League
Alana Chavez-Langdon	ECotality
Hank Ryan	Efficiency Data & Development
Torria Gates (for Dahlia Moodie)	Energy Conservation Options
Tyson Eckerle	Energy Independence Now
Laura Berland-Shane	Environmental Entrepreneurs
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Sandra Stewart	Green Chamber of Commerce
Vien Truong	Greenlining Institute
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Roland Hwang	Natural Resources Defense Council
<i>Simon Mui*</i>	<i>Natural Resources Defense Council</i>
Jorge Acosta	Nuevo Amanecer Latino Children's Services
<i>Lena Haroutunian*</i>	<i>Nuevo Amanecer Latino Children's Services</i>
Bevin Ashenmiller	Occidental College
Patrick Burt	Palo Alto, City of
Nancy Stephens	Producer/Actress/Activist
Jon Harrison, Councilmember	Redlands, City of
Les Hilger (for Supervisor Eric Mar)	San Francisco Board of Supervisors
Kathryn Phillips	Sierra Club California
<i>Amanda Wallner*</i>	<i>Sierra Club California</i>
Jarom Vahai	Skyline Veterans Alliance
Judith Mitchell, Councilmember Rolling Hills Estates	South Bay Cities COG
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Sandra Stewart	Thinkshift Communications
Don Anair	Union of Concerned Scientists
<i>Chris Carney*</i>	<i>Union of Concerned Scientists</i>
Rabbi Joel Simonds	University Synagogue

**Organization alternate*

California Clean Cars Campaign

SUPPORTERS (as of January 24, 2012)

PUBLIC HEALTH & MEDICAL GROUPS

American Cancer Society, California Division, Inc.
American Heart Association
American Lung Association in California
Asthma and Allergy Foundation of America,
California Chapter
Asthma Coalition of Los Angeles County
Black Women for Wellness
Breast Cancer Fund
Breathe California
California Conference of Directors of Environmental Health
California Nurses Association
California Pan-Ethnic Health Network
California Thoracic Society
Center for Environmental Health
Community Health Partnership
Didi Hirsch Mental Health Services
Fresno County Asthma Coalition
Fresno-Madera Medical Society
Health Care Without Harm
Imperial County Medical Society
Latino Diabetes Association
Los Angeles County Medical Association
Long Beach Alliance for Children with Asthma
Maternal and Child Health Access
Medical Advocates for Healthy Air
Merced/Mariposa County Asthma Coalition
Napa County Asthma Coalition
National Physicians Alliance-California
Physicians for Social Responsibility –
San Francisco-Bay Area Chapter
Physicians for Social Responsibility – Los Angeles Chapter
Physicians for Social Responsibility – Sacramento Chapter
Prevention Institute
Public Health Institute
Public Health Law and Policy
Regional Asthma Management and Prevention
San Diego Regional Asthma Coalition
San Francisco Asthma Task Force
San Francisco Medical Society

CAMPAIGN PRINCIPLES

California's Clean Cars Program is set to bring the next generation of clean, low-polluting cars and light trucks into the driveways of California's families.

By setting strong standards to reduce harmful emissions from our cars and light trucks and ensuring infrastructure is available for clean alternative fuels, we will reduce our dependence on oil, create new jobs, protect consumers' pocketbooks, ensure our children breathe clean air, reduce climate change pollution, and make our state a global leader in clean car technology.

The California Air Resources Board is working in partnership with key federal agencies to develop the next generation of vehicle standards and will soon vote on important updates to the Clean Cars Program. We need to ensure that California continues as a national leader by adopting robust clean car standards.

I urge the California Air Resources Board to adopt the strongest possible standards for the following programs:

- Low Emission Vehicle-Smog (LEV III-Smog)
- Low Emission Vehicle-Greenhouse Gas (LEV III-GHG)
- Zero Emission Vehicle (ZEV)
- Clean Fuels Outlet

San Mateo County Asthma Coalition
Santa Clara County Medical Association
Santa Clara Family Health Foundation
Sonoma County Asthma Coalition
Tulare County Medical Society
Vibrance Health Services
White Memorial Pediatric Medical Group

CONSUMER, COMMUNITY AND PUBLIC INTEREST GROUPS

Anahuak Youth Soccer Association
Bay Area Climate Collaborative
California Public Interest Research Group (CALPIRG)
California Young Democrats
Center for Auto Safety
Clean Coalition
Consumer Action
Consumer Federation of America
Consumers for Auto Reliability and Safety
Consumers Union
Duarte Soccer League
Greenlining Institute
Los Angeles Alliance for a New Economy
Move LA
Nuevo Amanecer Latino Children's Services
Our Children's Earth Foundation
Skyline Veterans Alliance
William C. Velasquez Institute

COMPANIES, BUSINESS ORGANIZATIONS & BUSINESS LEADERS

Advanced Alternative Energy Solutions
Applied Materials
Better World Club
Bowman Design Group
Business Council on Climate Change
California Business Alliance for a Green Economy
California Center for Sustainable Energy
California Ski Industry Association
Californians for Clean Energy & Jobs Network
Central California Hispanic Chamber of Commerce
Ceres
CleanTECH San Diego
Clif Bar & Company
Conserv Fuel
Consolidated CM
Corral Consulting
CREDO Mobile
Cuvillo Agency
EarthClub
Efficiency Data & Development
Encore Editorial Services

Energy Conservation Options
 Environmental Entrepreneurs
 Eyeball Photography
 Fresno Metro Black Chamber of Commerce
 Goza Gear Screen Printing & Embroidery
 Granville Homes, Inc.
 Green Business Group
 Green Chamber of Commerce
 HelioPower
 Ingeteam, Inc.
 LamBentz Vineyard, LLC
 Latin Business Association
 Laura Berland-Shane, Southern California Chapter Director, E2
 Maurice Robinson & Associates, LLC
 Modular Process Technology Corp.
 Nancy Stephens, Producer/Actress/Activist
 Patagonia
 PermaCity Solar
 Pool Covers, Inc.
 Sacred Planet Films
 San Diego Renewable Energy Society
 Silicon Valley Leadership Group
 Small Business Majority
 Solar City
 Soule Building Systems
 Spirit Graphics & Printing, Inc.
 Sustain LA
 Sustainable Earth Initiative
 SustainableBusiness.com
 SV Green Tech Corp
 Thinkshift Communications
 Verve Solar Consulting
 Whole Foods (Nor Cal)

CLEAN CAR COMPANIES & ORGANIZATIONS

AC Propulsion, Inc.	Electric Vehicles International
BTC Power	EV Connect
California Cars Initiative	EVadvise
Coulomb Technologies	Green Vehicles
ECotality, Inc.	Mission Motors
Efficient Drivetrains, Inc.	

LOCAL GOVERNMENTS & ELECTED OFFICIALS

Cities and Counties

Alameda County	City of Burlingame
City of Arcata	City of Campbell
City of Bell Gardens	City of Cloverdale
City of Benicia	City of Davis
City of Berkeley	City of Dublin
City of Brisbane	City of El Cerrito

City of El Monte
City of Fresno
City of Healdsburg
City of Huntington Park
City of Livingston
City of Long Beach
City of Los Angeles
City of Mendota
City of Merced
City of Millbrae
City of Monterey
City of Mountain View
City of Palm Springs
City of Palo Alto
City of Petaluma
City of Reedley
City of Richmond
City of Riverbank
City of San Joaquin

City of San Jose
City of Santa Cruz
City of Santa Monica
City of Santa Rosa
City of Sebastopol
City of Sonoma
City of Union City
City of Visalia
Contra Costa County
Kern County
Kings County
Madera County
Marin County
San Francisco, City and County
Santa Clara County
Santa Cruz County
Sonoma County
Town of Windsor

State Senators and Assembly Members

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Fran Pavley, Senator, California State Senate
Luis A. Alejo, California State Assembly
Juan Arambula, California State Assembly (retired)
Jim Beall, Jr., California State Assembly
Roger Dickinson, California State Assembly
Mike Feuer, California State Assembly
Jared Huffman, California State Assembly
Bonnie Lowenthal, California State Assembly
Bill Monning, California State Assembly

Local and Regional Elected Officials

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Oliver L. Baines III, Fresno City Council, District 3
Carmelita Garcia, Mayor, Pacific Grove
Jon Harrison, Councilmember, Redlands
Mario F. Hernandez, Mayor, City of San Fernando
Mike Lane, Visalia City Council
Virginia Madueno, Mayor, City of Riverbank
Eric Mar, Supervisor, San Francisco Board of Supervisors
Patrick Morris, Mayor, City of San Bernardino
Terry O'Day, Santa Monica City Council
Elizabeth Patterson, Mayor, City of Benicia
Mary-Michal Rawling, Merced City Council
Anja Reinke, Mayor, City of Burbank
Carol Russell, Councilmember, Cloverdale
Anthony B. Santos, Mayor, San Leandro
Helene Schneider, Mayor, Santa Barbara
Anthony Wong, Mayor, Monterey Park

OTHER GOVERNMENT-RELATED ENTITIES

Antelope Valley Clean Cities Coalition
California Partnership for the San Joaquin Valley
Environmental Caucus, California Democratic Party
Local Government Commission
Sacramento Regional Clean Cities Coalition
Santa Clara County Cities Association
Santa Clara County Public Health Department
South Bay Cities Council of Governments
Western Region Clean Cities Coalitions

AIR DISTRICTS

Bay Area Air Quality Management District
California Air Pollution Controls Officers Association (CAPCOA)
Eastern Kern Air Pollution Control District
San Joaquin Valley Unified Air Pollution Control District

LABOR

American Federation of State, County, and Municipal Employees, Local 3634
California Federation of Teachers
California State Association of Electrical Workers
International Brotherhood of Electrical Workers, Locals 6, 9, 11, 40, 47, 100, 180, 234, 302, 332, 340, 413, 440, 441, 477, 551, 569, 617, 639, 684, 952
International Union of Painters and Allied Trades DC 36
Ironworkers Local 416
Ironworkers Local 433
Los Angeles College Faculty Guild, AFT 1521
Professional Engineers in California Government
Southern California District Council of Laborers
Teamsters Local 396
UNITE HERE Local 11

FAITH GROUPS

California Interfaith Power and Light
Catholic Charities, Diocese of Stockton
Fresno Metro Ministry
Green Sanctuary Committee of the Unitarian Universalist Church of Davis
Interfaith Social Justice Collaborative
Orange County Interfaith Coalition for the Environment
Unitarian Universalist Church of Fresno
University Synagogue
Valley Orthodox Church, Simi Valley

ENVIRONMENTAL, ENVIRONMENTAL JUSTICE & TRANSPORTATION GROUPS

African American Environmentalist Association	Environment California
American Council for an Energy-Efficient Economy	Environmental Defense Fund
As You Sow	Environmental Law Foundation
Azusa Beautiful	Friends of the Earth
Bay Area Clean Air Task Force	KyotoUSA
California Bicycle Coalition	Latino Environmental Advancement & Policy Institute
California Native Plant Society	Latinos United for Clean Air
Center for Energy Efficiency and Renewable Technologies	Natural Resources Defense Council
Central Valley Air Quality Coalition	The Nature Conservancy
Clean Air Now	Pacoima Beautiful
Coalition for Clean Air	Revive the San Joaquin
Community Environmental Council	Safe Climate Campaign
Cool Davis Initiative	Sierra Club California
East Yard Communities for Environmental Justice	Silicon Valley Bicycle Coalition
EndOil/Communities for Clean Ports	Transportation for America
Energy Independence Now	Union of Concerned Scientists
	Vote Solar Initiative
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David Saperia, M.D.
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california Clean Cars Campaign

Consumers, Businesses Demand Clean Cars

The message is loud and clear: consumers and businesses want cleaner cars that also deliver better fuel economy. Responses to public opinion polls and focus groups conducted over the last three years in California and beyond show consistent support for clean cars standards and alternative fuels.

CONSUMERS SUPPORT STRONG CLEAN CAR STANDARDS

Consumer Reports National Research Center - Nationwide poll, California sample - November 2011

Vehicle Greenhouse Gas Emissions Regulations

Strongly/Somewhat Agree

Statement: California should require all automakers to reduce significantly the emissions of greenhouse gases from new cars, light-duty trucks and SUVs.

81%

Zero Emission Vehicle Regulation

Statement: California should require automakers to build fleets that include increasing numbers of Zero Emission Vehicles.

75%

Clean Fuels for Advanced Clean Cars

Statement: California should require oil companies to make cleaner fuels like hydrogen or electricity available for public consumption when there are enough cars in the area that need that fuel.

77%

SMALL BUSINESSES SUPPORT CLEAN CARS AND BETTER FUEL ECONOMY

Small Business Majority - Greenberg Quinlan Rosner Research, Nationwide poll, California sample - November 2011

Fuel Efficiency

A majority of small-business owners believe it is important to increase fuel efficiency in cars and light trucks.

87% Nationwide
80% in California

Fuel Efficiency Standards

A majority of small-business owners favor requiring the auto industry to increase the average fuel efficiency standards for all new cars, light trucks and SUVs to 60 miles per gallon by 2025—an even stronger standard than proposed by federal regulators.

80% Nationwide
80% in California

Greenhouse Gases/Carbon Emissions Standards

A majority of small-business owners favor standards that require the auto industry to reduce carbon emissions from cars, pickup trucks, minivans and SUVs.

78% Nationwide
75% in California

Innovation

A majority of small businesses agree that the federal government should do more to make American car companies innovate.

73% Nationwide
79% in California

CONSUMERS FAVOR STATE INVOLVEMENT IN SETTING EMISSIONS STANDARDS

Consumer Federation of America – Opinion Research Corp. Nationwide Poll - April 2011

Question: Do you think that state governments should be allowed to continue setting tailpipe emission standards that, as a result, increase fuel economy for motor vehicles?

Favor Policy by Party Identification

Democrat - 73%
Independent, leaning Dem. - 69%
Independent, leaning Repub. - 65%
Republicans - 64%
Independent - 54%

VOTERS EXPRESS CONSISTENT STRONG SUPPORT FOR CLEAN CAR STANDARDS

Public Policy Institute of California (PPIC) Polling Results For All Adults - July 2011

Question: Do you favor or oppose requiring all automakers to further reduce greenhouse gas emissions from new cars?

"Favor" by Party

Registration

Democrat - **90%**
Independent - **82%**
Republican - **64%**

"Favor" by Political

Ideology

Liberal - **90.4%**
Moderate - **85.8%**
Conservative - **70.8%**

"Favor" by Region

Los Angeles - **84.1%**
Bay Area - **84.2%**
Central Valley - **76.7%**
Other So Cal - **77.7%**

"Favor" by Age

18-34 - **84.6%**
35-54 - **81.4%**
55+ - **76.3%**

"Favor" by Household

Income

<\$40K - **82.9%**
\$40K-80K - **81.6%**
>\$80K - **78.9%**

"Favor" by Gender

Women - **81.9%**
Men - **80.2%**

Historical PPIC Polling Results

Responses below indicate "favor"

81%	80%	81%	77%	78%	84%	81%	78%	79%	81%
2002	2003	2004	2005	2006	2007	2008	2009	2010	2011

SOUTHERN CALIFORNIANS SUPPORT CLEAN CARS STANDARDS

American Lung Association, Move LA, Natural Resources Defense Council, Southern California Poll – Fairbank, Maslin, Maullin, Metz & Associates – October 2011

Vehicle Greenhouse Gas Emissions Regulations

Statement: Requiring automakers to significantly reduce the amount of global warming pollution produced by new cars, trucks and SUVs.

Strongly/Somewhat Support

80%

Zero Emission Vehicle Regulation

Statement: Requiring automakers to build more Zero Emission Vehicles, which do not produce global warming pollution.

77%

Clean Fuels for Advanced Clean Cars

Requiring oil companies to make clean energy fuels – like hydrogen and electricity – available when there are enough cars in the area that need those fuels.

81%

CALIFORNIA VOTERS DON'T TRUST AUTO OR OIL COMPANIES

David Binder Research Focus Group Findings – Spring 2010

"They don't want to look for other sources of energy, because **the economy runs on oil.**"

- Los Angeles Focus Group Participant

"[Automakers] get spoiled and complacent and **they don't want to change**"

- Fresno Focus Group Participant

"[Oil companies] have so much power... that **they can stifle the advancement of these technologies.**"

- San Diego Focus Group Participant

"**Automakers always complain**, squawk when there are new standards ... but they **always manage to figure it out.**"

- Fresno Focus Group Participant