



# TOWN OF FAIRFAX

## STAFF REPORT

### November 3, 2021

**TO:** Mayor and Town Council

**FROM:** Michele Gardner, Town Clerk

**SUBJECT:** Adopt Resolution Supporting the Goal of Reaching 100% Zero Emission Vehicle Sales in California by 2030

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#### **RECOMMENDATION**

Adopt the attached resolution.

#### **DISCUSSION**

Councilmember Cutrano requested this resolution be added to the agenda for the Council's consideration.

The attached resolution is based on a similar one adopted by the Marin County Board of Supervisors in October 2021, as proposed by Supervisors Damon Connolly and Stephanie Moulton-Peters. Their letter to the Board of Supervisors is attached as background information.

#### **FISCAL IMPACT**

n/a

#### **ATTACHMENT**

- A. Proposed resolution
- B. Letter to the Board of Supervisors

**RESOLUTION 21-\_\_**

**RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FAIRFAX  
SUPPORTING THE GOAL OF REACHING  
100% ZERO EMISSION VEHICLE SALES IN CALIFORNIA BY 2030**

**WHEREAS**, the Intergovernmental Panel on Climate Change tells us we have until 2030 to transform our extractive economic system and the way we live to avoid the most catastrophic and irreversible effects of the climate crisis; and

**WHEREAS**, the transportation is the largest contributor of greenhouse gas emissions in California, contributing 40% of those emissions; and

**WHEREAS**, the Town of Fairfax Climate Action Plan 2030 identifies that nearly 53% of the Town's emissions comes from the transportation sector and sets a goal of reducing transportation sector emissions by 37% utilizing local mitigation measures; and

**WHEREAS**, electrifying transportation needs to be at the forefront of discussions in the Town's attempt to combat the worst climate change impacts; and

**WHEREAS**, California increased the number of zero emission vehicles in the state by more than 3000% in 8 years, growing from 25,000 in 2012 to 763,816 in 2020, and sales continue to grow; and

**WHEREAS**, all new vehicles sold in California by the year 2030 need to be zero emission vehicles to decarbonize California's most polluting sector; and

**WHEREAS**, zero emission vehicle technology continues to progress, making a transition to a 100% electric transportation system both feasible and achievable; and

**WHEREAS**, bold action and resources are needed at the State and Federal levels to create a zero-emission vehicle transition that is equitable and just, and to ensure that people of all backgrounds and income levels have access to zero emission vehicles and required electrical infrastructure; and

**WHEREAS**, zero emission vehicles and services are an important and growing sector of California's economy, and opportunity for quality jobs and tax revenue; and

**NOW, THEREFOR, BE IT HEREBY RESOLVED**, that the Town Council of the Town of Fairfax hereby officially proclaims support for the goal of 100% zero emission vehicle sales in California by 2030.

The foregoing Resolution was duly passed and adopted at a regular meeting of the Town Council of the Town of Fairfax, held in said Town on the 3rd day of November 2021, by the following vote, to wit:

AYES:

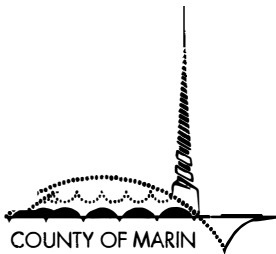
NOES:

ABSENT:

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BRUCE ACKERMAN, Mayor

Attest: \_\_\_\_\_  
Michele Gardner, Town Clerk



# BOARD OF SUPERVISORS

October 12, 2021

PRESIDENT  
Dennis Rodoni  
4<sup>TH</sup> DISTRICT

Honorable Board of Supervisors  
Marin County Civic Center  
San Rafael, CA 94903

VICE PRESIDENT  
Judy Arnold  
5<sup>TH</sup> DISTRICT

Dear Supervisors:

2<sup>ND</sup> VICE PRESIDENT  
Damon Connolly  
1<sup>ST</sup> DISTRICT

We ask this Board to adopt the resolution supporting the goal of reaching 100% Zero Emission Vehicle sales in California by 2030. The Intergovernmental Panel on Climate Change (IPCC) recently released the sixth assessment report in which they unambiguously established human activities as the cause of climate change. It further stated that climate change is already affecting every region of the world and will continue to intensify. In its 2018 report, the IPCC indicated that to keep warming below 1.5 degrees Celsius, it will require a 45% reduction below 2010 levels in greenhouse gas (GHG) emissions by 2030 and reaching net-zero by 2050.

Katie Rice  
2<sup>ND</sup> DISTRICT

Stephanie Moulton-Peters  
3<sup>RD</sup> DISTRICT

The transportation sector is the largest contributor of GHG emissions in California. Locally, the Marin County Climate Action Plan (CAP) 2030, which the Board of Supervisors adopted in December 2020, identified that nearly one-third of the unincorporated area's emissions come from the transportation sector (countywide, transportation emissions account for 52% of total emissions).

Matthew H. Hymel  
COUNTY ADMINISTRATOR  
CLERK OF THE BOARD

Since 2012, California has increased the number of zero-emission vehicles (ZEVs) in the State by more than 3,000%, and registrations of ZEVs continue to grow as more manufacturers release additional ZEV models. In September of 2020, Governor Newsom issued an Executive Order requiring sales of all new passenger vehicles to be zero-emission by 2035. According to the State's Zero Emission Vehicle and Infrastructure Statistics site, as of the end of 2020, Marin County had roughly 9,700 registered ZEVs (4.7% of all light-duty vehicles in Marin). The 2030 CAP sets a goal of shifting 45% of the registered passenger vehicles in the County to ZEVs by 2030. To achieve that goal, action, support, and resources are needed at the local, regional, state, and federal levels immediately. We ask that Marin County join the jurisdictions of Berkeley, Richmond, and Oakland in adopting the attached resolution supporting the goal of 100% ZEV sales in California by 2030.

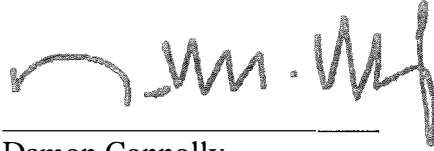
Diane Patterson  
ASSISTANT CLERK OF THE BOARD

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Dramatically reducing GHG emissions is imperative. The reduction of GHG emissions and equity are interconnected. Frontline communities often suffer first and worst from climate disasters because these communities, which are often made up of low-income and people of color, are located in areas that lack basic infrastructure to respond and adapt to climate change. Additionally, frontline communities are the least responsible for producing GHG emissions and tend to lead lower carbon lifestyles. To ensure that people of all backgrounds and income levels have access to ZEVs and charging

infrastructure and incentives, the resolution specifically identifies the need for State and Federal actions to ensure equitable access to ZEVs and required infrastructure.

Sincerely,



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Damon Connolly  
SUPERVISOR, DISTRICT 1



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Stephanie Moulton-Peters  
SUPERVISOR, DISTRICT 3