

1 [Endorsing the Bay Area Air Quality Management District's Diesel Free By '33 Statement of
2 Purpose]

3 **Resolution endorsing the Bay Area Air Quality Management District's Diesel Free**
4 **By '33 Statement of Purpose to establish a goal to cut diesel use to zero by the end**
5 **of 2033.**

6
7 WHEREAS, Climate change, caused by the emission of greenhouse gases including
8 carbon dioxide and black carbon, represents a profound threat to the Bay Area's air quality,
9 public health, environment, water supplies, and economy; and

10 WHEREAS, Diesel engines emit significant amounts of black carbon, a short-lived
11 climate pollutant that is contributing significantly to global climate change; and

12 WHEREAS, The Intergovernmental Panel on Climate Change (IPCC) Fifth Assessment
13 Report estimates that black carbon is the third most important individual contributor to
14 warming after carbon dioxide and methane (IPCC 2013); and

15 WHEREAS, The California Air Resources Board concludes that "Diesel exhaust
16 includes over 40 substances that are listed by the United States Environmental Protection
17 Agency as hazardous air pollutants and by the CARB as toxic air contaminants. Fifteen of
18 these substances are listed by the World Health Organization as carcinogenic to humans, or
19 as a probable or possible human carcinogen" [California Air Resources Board Scientific
20 Review Panel on: California Air Resources Board's report titled "Proposed Identification of
21 Diesel Exhaust as a Toxic Air Contaminant." 1998]; and

22 WHEREAS, The California Environmental Protection Agency's Office of Environmental
23 Health Hazard Assessment has determined that exposure to diesel exhaust can have
24 significant health effects, including damage to lung tissue and increased risk of cancer; and
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1 WHEREAS, The California Air Resources Board estimates that on-road and off-road
2 mobile sources powered by diesel engines comprise 54% of the state of California's total
3 black carbon emissions; and

4 WHEREAS, The negative public health and environmental effects from climate change
5 will fall most heavily on the communities and populations that are already most heavily
6 impacted by air pollution, other environmental hazards, and economic inequality; and

7 WHEREAS, Many alternatives to diesel-fueled vehicles and equipment are already
8 commercially available, with purchase costs comparable to traditional diesel technologies; and

9 WHEREAS, The City and County of San Francisco has established its role as a leader
10 in the fight against global climate change in numerous ways, including 100% renewable Clean
11 Power SF; a commitment to net-zero greenhouse gas emissions by 2050 in alignment with
12 the Paris Climate Accord; reduction of the city's carbon footprint by 30% from 1990 levels; and
13 cutting the amount of waste it sends to landfill in half; and

14 WHEREAS, The Bay Area Air Quality Management District has established a
15 challenge to engage with public agencies to reduce diesel emissions in local communities
16 throughout California and beyond, reflected in the Diesel Free By '33 Statement of Purpose;
17 and

18 WHEREAS, The Statement of Purpose is intended to accelerate action toward
19 meaningful progress in support of all climate protection agreements; now, therefore, be it

20 RESOLVED, The San Francisco Board of Supervisors endorses the Diesel Free By '33
21 Statement of Purpose, reflecting a goal of eliminating diesel pollution by December 31, 2033;
22 and, be it

23 FURTHER RESOLVED, That the San Francisco Board of Supervisors hereby requests
24 the Mayor to sign the Statement of Purpose on behalf of the City.

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