

# Only Clean Cars for California

## Call to action:

Please send a letter or email of support for AB 40 to Assemblymember Ting. Please describe your reasons for supporting AB 40 in your own words.

### Send your letter to:

Assemblymember Phil Ting  
State Capitol  
P.O. Box 942849  
Sacramento, CA 94249-0019

### Send your email to:

Assemblymember Ting  
[andrew.white@asm.ca.gov](mailto:andrew.white@asm.ca.gov)  
PDF preferred, but Word is also OK.

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## About AB 40

Shortly after being sworn in today, **Assemblymember Phil Ting (D-San Francisco)** renewed efforts to fight global warming with clean cars. He introduced **AB 40 for 2040**, which requires the California Air Resources Board to develop a comprehensive state strategy to achieve complete electrification of the transportation sector in 22 years, by year 2040.

“Much of the research today says climate change is happening at a much faster rate than anticipated. Since **transportation accounts for 40% of greenhouse gas emissions and 80% of transportation emissions come from passenger vehicles, our vehicles are both the problem and solution.** Cleaner cars would make the biggest impact in reducing this pollution,” said Ting.

The urgency to adopt zero-emission vehicles (ZEVs) more aggressively is highlighted in a recent federal report that delivered a dire warning about the consequences of climate change, including greater instances of illness and premature deaths, if we don't act.

The global car market is already moving toward ZEVs. National governments, including Sweden, Great Britain, France, China, Norway, Ireland, Netherlands and India, have announced policies to electrify vehicles. At the state and local levels, bans on gas and diesel powered vehicles have been announced by the Canadian Province of British Columbia and the cities of Copenhagen, Rome, Athens, Paris, Madrid, Mexico City, and Brussels.

AB 40 requires the report to be completed by 2021 and is one of many Ting bills intended to put California on a path to clean cars.

# The Clean Cars Transition is imperative.

## Why?

To breathe healthy air, for a robust society and economy, and for a life-sustaining climate, we must transition to zero emission vehicles as fast as possible. This means phasing out gasoline and diesel powered vehicles.

## How?

Enact a law that mandates all new passenger vehicles sold in California after a certain date must be zero emission vehicles. Gas and diesel cars manufactured prior to the cutoff date are exempt, minimizing economic hardships and easing the transition.

## Bold policy sends a clear signal to the public and to markets

Setting a date makes a clear statement that fossil fuels are on the way out, and answers the call for decisive climate action. In contrast to incentives that subsidize clean cars, a clear date leads to a clear solution: No new gas or diesel cars will be sold after a set date.

## Economic Rationale

A clear date provides the market certainty needed to make large, long-term investments in vehicle technology, the electric grid, fueling infrastructure, and public awareness. With a guaranteed market for zero emission vehicles (ZEVs) and a declining market for gas and diesel cars, automakers will shift investment from conventional vehicles to ZEVs. Utilities, charging equipment providers, and property owners can invest in charging infrastructure knowing that high demand for an electrical charging system is assured. Conversely, oil companies will realize that their markets are dwindling and scale back their investments in finding new petroleum reserves.

## A worldwide shift

Governments around the world such as Norway, Germany, India, and China have already announced goals to phase out fossil fuel powered vehicles by 2040 or sooner, and many more are considering doing so.

## Building momentum

With each new country that commits to ZEVs, it becomes easier for other countries. The more ZEVs and infrastructure to support them, the better and less expensive they become. An accelerating global trend to end fossil fuel powered vehicles will spur automakers and countries to catch up or risk being left behind.

The challenge before us now is to make this transition happen more widely, earlier, more effectively, and with more popular support – to build momentum and a sense of inevitability.

Meeting this challenge requires a growing body of focused advocates to ensure the needed policy is enacted.