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October 3, 2018

Governor Edmund G. Brown  
c/o State Capitol, Suite 1173  
Sacramento, CA 95814

Dear Gov. Brown,

First, I want to laud you for being a strong leader in continuing to address the critical issues of air quality and climate change in our State and beyond.

Before you retire as our governor, I wanted to make you aware of the impact of a specific issue in California: vehicle idling.

I am executive director of Idle-Free California Inc., an organization raising awareness of idling in the State, especially idling when parked – a harmful, wasteful and largely unnecessary practice. The benefits in avoiding idling include improved air quality and health, reducing carbon emissions, conserving energy and saving money in needless fuel use and engine wear.

**Gov. Brown: California has a vehicle idling epidemic.** Studies show half of all idling is discretionary - idling when parked. In California, we can estimate this idling consumes 300 million gallons of fuel and emits three million tons of CO<sub>2</sub> annually.

It is high time the Air Resources Board or California's legislature, harvest some low-hanging emissions reduction fruit - by addressing discretionary idling.

CARB is to be lauded overall for their ongoing efforts to reduce emissions. Air quality regulations and greenhouse gas reduction programs, including cap-and-trade and zero emissions vehicles, have lessened air pollution and improved health. And CARB has effectively enforced California's heavy-duty diesel idling regulation.

But CARB, by all accounts, refuses to address the idling of the great majority of vehicles in California: passenger vehicles. These vehicles include cars, SUVs, vans and pickup trucks.

One reason CARB may not regard the idling of passenger vehicles is the accomplishment stated on their website: "...cars today are 99 percent cleaner than in the 1970s...". Indeed, this sounds like a good reason to disregard this sector of idling. But let's take a closer look:

- CLIMATE EMISSIONS: Internal combustion engines, no matter how clean they are, still emit 20 lbs. of CO<sub>2</sub> for every gallon of fuel consumed
- TOXIC EMISSIONS: Even newer, cleaner vehicles will emit more tailpipe toxins while idling than when traveling:
  - in prolonged stationary warm ups when catalytic converters are not effective in reducing toxins until the vehicle is driven
  - when idling in caravans, such as in drive-thrus and at school dismissals, which cause idling “hot spots”, increasing toxicity around the vehicles
  - in hot and cold weather extremes, which exacerbate the toxicity of idling vehicles

CARB needs to recognize the epidemic of passenger vehicle idling when parked in the state by considering:

- REGULATION: California does not regulate the idling of vehicles 10,000 lbs. or less. Seven other U.S. states with much lower transportation greenhouse gas emissions than California – CT, HI, MA, MD, NH, NJ, VT – have all-motor vehicle idling regulations or laws. It is imperative that CARB, or the legislature, consider this.
- EDUCATION: The environmental agencies of some other states have stand-alone webpages extolling the benefits in avoiding unnecessary idling, offer idle-free materials, and place anti-idling signs in strategic locations. California environmental and health organizations, along with some air districts and municipalities, understand the impact of the idling of all vehicles by providing educational materials, giving presentations and conducting campaigns for individuals, businesses and schools. Even the California legislature passed a statewide resolution\* encouraging motorists to not idle their motor vehicles near places where children congregate.

We need CARB to take the lead in telling Californians to *“Be Idle-Free, for Our Health and Our Planet”*.

Sincerely,



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\*ACR-160:

[https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=201520160ACR160](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=201520160ACR160)