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February 2, 2019

Governor Gavin Newsom
c/o State Capitol, Suite 1173
Sacramento, CA 95814

Dear Gov. Newsom,

First, I want to congratulate you for becoming the governor of California. I also laud you for your strong record of advocacy of the critical issues of air quality and climate change that will continue to be addressed under your leadership in our State and beyond.

With this letter, I am requesting that you give serious consideration to directing action on a specific issue in California: **vehicle idling**.

I am executive director of Idle-Free California Inc., an organization raising awareness of the impact 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. Newsom: 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 CO₂ 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 cars, SUVs, vans, pickup trucks, or any vehicle weighing 10,000 lbs. or less, have no idling restrictions.

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 CO₂ for every gallon of fuel consumed
- TOXIC EMISSIONS: Even these newer 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

The passenger vehicle idling epidemic in California is happening now and not going away any time soon. CARB must give consideration to:

- REGULATION: California only regulates the idling of medium- and heavy-duty vehicles. Seven other U.S. states with 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 informing their citizens of the benefits in avoiding unnecessary idling. This information is not offered by a California state agency. Idle-Free California can suggest a low-cost idle reduction educational plan implemented by a state agency that would include a webpage, video, PSAs, collaboration with the DMV, CAPCOA, and the Dept. of Education.

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

Sincerely,



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