



April 15, 2021

Dear Oakland City Councilmembers:

I am writing today in support of Item 2.17, which would declare the City of Oakland's support for a statewide goal of 100% of passenger vehicle sales in California being zero-emission vehicles by 2030.

The scientific consensus is clear: governments around the world need to take decisive, immediate, action if we are to save our planet from the most catastrophic effects of climate change. From the work of the scientific community, policymakers around the world, industry leaders, and my own research at UC Berkeley's Renewable & Appropriate Energy Laboratory (RAEL), we know that not only is a fast transition to carbon neutrality critical to our survival, but that it is also technologically feasible and would create major economic and social and racial justice benefits for California consumers, companies and workers.

Moving California to net-negative greenhouse gas emissions (GHGs) by 2035 requires us to aggressively focus on the transportation sector, which generates over half of our state's GHG emissions. Setting a 2030 goal for 100 percent zero-emission vehicles (ZEVs) is a crucial component of this change. In fact, at RAEL we have concluded that a phase out of new combustion vehicles sales in advance of 2030 is economically feasible.

As an Oakland resident I am keenly aware of the need to accelerate the transition to EVs, because a polluted California is an unjust California. Spare-the-air days, the August/September 2020 fires and resulting blackouts, toxic spills, and pollution from internal combustion engine vehicles all disproportionately impact fence-line, low-income, and communities of color. Transitioning to clean cars, and doing while promoting equity, benefits low-income people through the purchase or lease of modern vehicles and access a reliable and widespread charging system, will disproportionately benefit these communities of concern. Reducing net vehicle emissions will be especially beneficial to those who live near highways, freeways, and arterial streets, which again, are most likely to be people from marginalized communities.

Californians have shown for decades that we can lead on environmental issues, and a ZEV2030 goal will continue that tradition. I hope you will vote to join the growing movement that California should lead with zero-emission vehicles as well.

Thank you,

Daniel Kammen  
Professor and Chair, Energy and Resources Group  
University of California, Berkeley  
Former Science Envoy, US State Department

**Biography:** Daniel Kammen is a physicist by training, who is currently professor and Chair of the Energy and Resources Group (ERG) at the University of California, Berkeley, where I am also a professor and Faculty Chair of the Environmental Policy Program in the Goldman School of Public Policy, and Professor of Nuclear Engineering. In 2020 I was elected to the American Academy of Arts & Sciences. I have served as the Chief Technical Specialist for Renewable Energy and Energy Efficiency at the World Bank (2010 – 2011). My federal service includes serving in the Bureau of Educational and Cultural Affairs of U. S. State Department as Lead Scientist for the Fulbright NEXUS6 program (2012 – 2014), appointment by Secretary of State Hilary Clinton as Energy Fellow of the Energy and Climate Partnership of the Americas (2010 – 2016), and appointment by President Barack Obama to serve as Science Envoy for Secretary of State John Kerry (2016 – 2017). Since 1999 Kammen has been a Coordinating Lead Author for the Intergovernmental Panel on Climate Change (IPCC), which shared the 2007 Nobel Peace Prize.