

REPORT:

California Air Resources Board

SYNOPSIS:

The California Air Resources Board met on October 23 and 24, 2014 in Diamond Bar. The following is a summary of this meeting.

RECOMMENDED ACTION:

Receive and File.

Judy Mitchell, SCAQMD Board Member

The Air Resources Board's (ARB or Board) October meeting was held on October 23 and 24 in Diamond Bar at the South Coast Air Quality Management District Building. Key items presented are summarized below.

1. Update to the Board on the Advanced Clean Cars Program Midterm Review

The Board heard an update on the status of the ongoing Advanced Clean Cars (ACC) Program Midterm Review, a three-part review program that includes an evaluation of particulate matter (PM) measurement capabilities, an investigation of the Zero Emission Vehicle (ZEV) market status, and a joint evaluation of greenhouse gas emission reductions together with U.S. Environmental Protection Agency (U.S. EPA), the National Highway Transportation Safety Administration (NHTSA), and the U.S. Department of Energy (DOE). Staff will finish their evaluation of PM measurement capabilities next year, but reported that progress to date strongly suggests that existing measurement technologies will be able to accommodate the requirements of the ACC regulation. Staff reported that ZEV sales trends are exceeding benchmarks of the estimated regulatory compliance schedule. The joint greenhouse gas emissions reductions review with U.S. EPA, NHTSA, and DOE continues to investigate vehicle technology, costs, safety, and consumer response, and is on track to provide a full evaluation in 2016.

2. Amendments to the Low Emission Vehicle III Requirements for Light-and Medium-Duty Vehicles and the Hybrid Electric Vehicle Test Procedures

The Board approved technical changes to the Low Emission Vehicle III (LEV III) regulation that align program requirements with U.S. EPA Tier 3 light-duty vehicle regulation. These changes streamline requirements for the manufacturers to meet both standards while continuing to maintain the air quality benefits of the LEV III program in California. Key differences do remain between the LEV III and U.S. EPA Tier 3 programs including a more stringent PM emission standard for the LEV III program beginning in model year 2025, and a shorter credit life for emission trading credits.

3. Zero Emission Vehicle Showcase

The ZEV showcase was a display of a wide variety of ZEVs, including passenger cars, motorcycles, buses and heavy-duty trucks, plus a first look at several not-yet-available models. Board members joined with representatives of eight other states who have signed the ZEV Memorandum of Understanding to hold a press conference highlighting a significant ZEV milestone—250,000 ZEVs on the roads in the U.S.—and to update the press on ZEV activities in partner states.

4. Public Meeting on the Plug In Vehicle Infrastructure Evaluation

The Board heard an update on ARB staff's ongoing evaluation of plug in vehicle infrastructure in California. The evaluation has involved extensive stakeholder collaboration and is examining the availability of public charging stations and how consumers are interacting with them. California currently has more than 4,500 public charging stations, with the majority located in South Coast and the Bay Area. Challenges identified in the evaluation so far include establishing charging solutions and effective business models for multi-unit dwellings, workplaces, and interregional connections, and supporting infrastructure in underserved areas. ARB staff will present the final evaluation to the Board in 2015.

5. Public Hearing to Consider 2014 Amendments to the Zero Emission Vehicle Regulation

The Board discussed amendments to the ZEV regulation without taking action. 2012 amendments to the regulation changed the way vehicle manufacturers were classified, and required manufacturers formerly classified as Intermediate Volume Manufacturers (IVM), (total sales in California between 20,000-60,000 vehicles annually), to transition to the requirements for Large Volume Manufacturers (LVM) (total California sales of more than 60,000 vehicles per year). The amendments under current consideration would change the classification criteria to consider global revenue in addition to California vehicle sales. The amendments would allow IVMs more time to comply with LVM requirements and include other provisions to allow compliance flexibility. The Board directed staff to make revisions to staff's proposed amendments to minimize the loss of zero emission vehicles delivered. The Board will consider the revised amendments at a future meeting. The Board also directed staff to develop amendments and sunset one of the ZEV credit-earning mechanisms, the battery swap provision, as soon as possible.

As part of the item the Board heard an update from representatives from partner states on progress in implementing the Multi-State ZEV Action Plan. The Action Plan was developed earlier this year to help realize the goals of the Multi-State ZEV Memorandum of Understanding. Partner states reported good progress in implementing the Action Plan, but stressed the importance of manufacturers providing additional vehicle choices in their states.

6. CoolCalifornia City Challenge Awards

The Board awarded the city of Riverside the title of “Coolest California City” in the 2014 CoolCalifornia City Challenge. The annual Challenge creates a city-to-city competition that encourages city governments and community-based organizations to work together toward household greenhouse gas reductions. Second place in the 2014 challenge was awarded to the city of Claremont and third place to the city of Rancho Cucamonga. Other participating cities from the South Coast AQMD region included the cities of Corona, Long Beach, Lynwood and Mission Viejo.

7. Update to the Board on California’s Heavy-Duty Truck Program: Past, Present, and Future

The Board heard an update on California’s Heavy-Duty Truck Program, including findings from a staff evaluation of ARB’s existing program and an update on ARB’s collaboration with U.S. EPA and NHTSA on the federal Phase 2 Heavy-Duty Truck Standards.

The staff evaluation demonstrated that aftermarket diesel particulate filters are working as designed, but that engine durability is a concern. The evaluation also identified opportunities for improvement of in-use NOx control. U.S. EPA plans to issue a notice of proposed rulemaking for the federal Phase 2 standards in early 2015 that will target further improvement in fuel economy and reductions in greenhouse gas emissions in model years 2018 and beyond ARB will consider a complement rule in 2016.

8. Public Meeting to Consider a Report on Reductions Achieved from Incentive-Based Emission Reduction Measures in the San Joaquin Valley

The Board approved a report documenting emissions reductions achieved through incentive-based measures in the San Joaquin Valley. The report demonstrates how emissions reductions from the Carl Moyer and Proposition 1B incentive programs meet U.S. EPA criteria for credit toward reductions required to meet federal clean air standards. The report will be submitted to U.S. EPA as a revision to the California State Implementation Plan.

9. Briefing on Process for Updating Senate Bill 375 Greenhouse Gas Emission Reduction Targets

The Board heard a briefing on the proposed methodology and timeline for updating the greenhouse gas emissions reductions targets under Senate Bill 375. The Staff presentation emphasized the importance of implementing the currently adopted Regional Transportation Plan / Sustainable Communities Strategies Plans (RTP/SCSs) and the limited availability of funding for this purpose. A timeline was presented for updating targets for all 18 Metropolitan Planning Organizations (MPOs). For the Southern California Association of Governments (SCAG) region, ARB staff will work with them as it develops alternative planning scenarios, and use these scenarios to help inform the target-setting process for the SCAG region. The Board will consider adopting updated targets for SCAG in late 2015, and the updated targets will apply to SCAG’s 2020 RTP/SCS. The ARB staff will follow the same process to update

targets for the other large MPOs due in 2015. As part of their deliberations the Board members discussed the importance of strategic investment of Cap-and-Trade revenues to implement adopted RTP/SCSs.

Consent Items

1. Public Meeting to Consider Minor Updates to 1997 8-Hour Ozone Standard State Implementation Plans: Coachella Valley and Western Mojave Desert Ozone Nonattainment Areas

The Board approved minor updates to the 1997 8-hour Ozone Standard State Implementation Plan for the Coachella Valley and Western Mojave Desert Nonattainment areas. The updates incorporate revised emission inventories that account for the implementation of recently-adopted rules, the effects of the recession, and updated transportation activity. The updates will be submitted to U.S. EPA as a revision to the California State Implementation Plan.

2. Public Meeting to Consider the Supplemental Document for the San Joaquin Valley 24-hour PM2.5 State Implementation Plan

The Board approved a demonstration that all of the elements in the existing 2012 San Joaquin Valley 24-hour PM2.5 State Implementation Plan meet the requirements under subpart 4 of the federal Clean Air Act. The Board also approved a San Joaquin Valley Air Pollution Control District request for classification as a serious nonattainment area, consistent with the attainment demonstration in the State Implementation Plan. These items will be submitted to U.S. EPA as a revision to the California State Implementation Plan.

Date: October 30, 2014

To: Gateway Cities Council of Governments Board of Directors
South Bay Cities Council of Governments Board of Directors
Westside Cities Council of Governments Board of Directors
Las Virgenes – Malibu Council of Governments Board of Directors
League of Cities LA County Division Board of Directors

From: Judith Mitchell, Governing Board Member, South Coast Air Quality Management District (AQMD) and California Air Resources (ARB) Board

Subject: AQMD and ARB Update

AQMD

Reappointment to AQMD Governing Board

I have been reappointed to a second four-year term on the South Coast Air Quality Management District (AQMD) Governing Board. I joined the AQMD Board in March 2010 to represent 51 cities in western portion of Los Angeles County. Thirty-nine Mayors and council members of these cities attended the September 24 City Selection Committee meeting and elected me to represent them on the AQMD Board. I appreciate your continued support and look forward to continuing to represent your needs on the AQMD Board.

Recent AQMD Board and Staff Actions

Carl Moyer Program Awards

The AQMD board recently approved \$32.2 million in Carl Moyer program awards for the South Coast basin. The Carl Moyer Program provides monetary grants to private companies and public agencies to clean up their heavy-duty engines beyond that required by law through retrofitting, repowering or replacing their engines with newer and cleaner ones. Almost 53% of the funded projects were in disproportionately impacted areas in the basin. Examples of recipients include:

- Repowering of 2 switcher locomotives for Inter-Rail transport
- Repowering of 1 switcher locomotive for Amtrak
- City of Whittier for replacement of 1 off-road vehicle
- Whittier Fertilizer Company for the replacement of 2 off-road vehicles
- Replacement of 2 off-road vehicles with two new off-road vehicles for the Sanitation Districts of LA County

SOON Program Announcement

The AQMD recently announced it is seeking proposals for the SOON program, which provides incentives to assist in the purchase of low-emission heavy-duty engine technologies to significantly reduce nitrogen oxide (NOx) emissions from construction and other off-road vehicles. This is critical to ensure that the region meets the federal fine particulate (PM2.5) and ozone standards.

Owners can apply for funding, if available, to reduce diesel emissions by either retrofitting existing vehicles with emission control devices, replacing existing engines with cleaner engines, or retiring high-polluting vehicles to meet more stringent emission reduction targets than required under the statewide regulation. Applications are due February 4, 2015.

For technical questions, contact Adewale Oshinuga at 909-396-2599 or for incentive funding questions, contact Connie Day 909-396-3055.

For more information, visit

<http://www.aqmd.gov/home/programs/business/business-detail?title=off-road-diesel-engines&parent=vehicle-engine-upgrades>

Exide Update

Exide Technologies, a lead battery-recycling center in the City of Vernon, continues to be shut down until its air pollution controls have been upgraded and completed. As you may recall, a 2013 Health Risk Assessment showed elevated cancer risks due primarily to arsenic emissions.

In addition to ordering Exide to shut down, the AQMD filed a \$40 million civil penalty lawsuit against the company. AQMD continues to exert strong oversight of Exide including the following:

- Risk reduction plan – AQMD has ordered Exide to install new equipment to control arsenic and other pollutants; construction is targeted for completion in the 2nd quarter of 2015;
- Dust mitigation plan – AQMD has ordered Exide to monitor and control its “fugitive” lead/toxics dust emissions during construction; Department of Toxic Substances also is competing sampling;
- Third-party on-site monitoring – AQMD retained a third party consultant, paid by Exide, to provide monitoring and oversight for construction;
- AQMD on-site inspectors – AQMD has deployed on-site, almost daily, inspectors to monitor activity; 82 inspections have been completed by AQMD since January 1, 2014; and

- CEQA document – AQMD is preparing a CEQA document for implementing the above improvements; the public can request a public meeting to discuss the permits needed to implement the above improvements (request needs to be submitted to AQMD no later than November 3, 2014)
- Amendments to Rule 1420.1 (Lead emissions) – AQMD will be holding a public workshop on October 30 at 2 pm at AQMD headquarters to solicit public information and suggestions regarding a proposal to lower the ambient lead air concentration from 0.150 micrograms/cubic meters to between 0.100 – 0.120 micrograms/cubic meters averaged over any consecutive 30 days. This will reduce the accumulation of lead dust in the community and lead exposure to sensitive receptors from both point sources as well as fugitive lead.

The earliest potential operation of Exide could be in Spring 2015.

For more information, contact Derrick Alatorre at AQMD at dalatorre@aqmd.gov or 909-396-2039.

Ridgeline Energy Services – Santa Fe Springs

AQMD recently obtained a court order prohibiting Ridgeline Energy Services (USA) Inc. from removing potentially toxic sludge from storage tanks at its Santa Fe Springs facility. Ridgeline must obtain approval from AQMD and the City of Santa Fe Springs for a plan to remove sludge, and control its air pollutants. The court order also prohibits Ridgeline from violating abatement orders issued earlier this year by the AQMD Hearing Board.

Ridgeline operates a wastewater treatment plant at the former Powerine oil refinery site at 12345 Lakeland Rd. in Santa Fe Springs. Last year, SCAQMD received more than 850 complaints on 10 days of a strong rotten-egg odor due to the release of hydrogen sulfide gas from tanks at Ridgeline. The gas was released because Ridgeline failed to adequately maintain and repair aging, rusting tanks with holes in their roofs.

The court hearing was scheduled for October 7 at which time AQMD sought to extend the order until a sludge removal plan is submitted and approved by AQMD and the city. Ridgeline had the opportunity to present evidence to have the order terminated.

Green Gardener Initiative

AQMD has recently launched a SCAQMD's Green Gardener Initiative to demonstrate the capabilities of newly available commercial electric lawn equipment. AQMD has purchased four commercial lawnmowers consisting of two walk-behinds and two 60" zero turn mowers, with plans to purchase more. These commercial mowers have been part of a demonstration loaner program to cities and non-profit organizations within the South Coast Air Basin for several months. The hope is that more cities and organizations will recognize the benefits of this equipment as the market for commercial electric equipment expands.

Cities interested in purchasing commercial electric riding lawnmowers are allowed to use AB 2766 funds to help with the cost. The AB 2766 Funding Program provides funds to cities and counties in the region to spend on efforts to reduce motor vehicle air pollution.

For more information on the Green Gardner Initiative, contact Aaron Katzenstein at akatzenstein@aqmd.gov or (909) 396-2219.

DOE's Zero Emission Cargo Transport (ZECT) grant

The U.S. Department of Energy (DOE) has conditionally selected AQMD for a \$10 million grant for two heavy-duty truck development and demonstration projects through DOE's Zero Emission Cargo Transport (ZECT) grant program. The projects will demonstrate zero-emission transport technologies near the Ports of Los Angeles and Long Beach. This will include the transport of shipping containers with all-electric range and zero-emissions using hydrogen and electricity as fuels.

For more information on the award, contact Joseph Impullitti at jimpullitti@aqmd.gov or at (909) 396-2025.

Multiple Air Toxics Exposure Study IV (MATES IV)

The Multiple Air Toxics Exposure Study IV (MATES IV) is a monitoring and evaluation study conducted in the South Coast Air Basin. The study is a follow up to previous air toxics studies in the Basin.

The MATES IV Study includes a monitoring program, an updated emissions inventory of toxic air contaminants, and a modeling effort to characterize risk across the Basin. The study focuses on the carcinogenic risk from exposure to air toxics but does not estimate mortality or other health effects from particulate exposures. An additional focus of MATES IV is the inclusion of measurements of ultrafine particle concentrations.

Out of the 10 monitoring stations, five stations were located in the Gateway Cities area: Pico Rivera, Huntington Park, Compton, North Long Beach, and West Long Beach. Over 30 air pollutants were measured. The study concluded that while there has been substantial improvement in air quality regarding toxic emissions and exposures, the risks are still unacceptably high, especially near sources of toxic emissions such as the ports and transportation corridors. Diesel particulate continues to dominate the overall cancer risk from air toxics. AQMD has released the Draft Report for a 90-day review period.

*Please send comments to Jean Ospital, Health Effects Officer, 909-396-2582, by **January 5, 2015.***

For more information, visit <http://www.aqmd.gov/home/library/air-quality-data-studies/health-studies/mates-iv>

Clean Air Awards

AQMD hosted its 26th Annual Clean Air Awards luncheon on October 3rd at the Millennium Biltmore Hotel. Awards were presented to individuals, businesses, organizations and government entities that demonstrated a commitment to air quality improvement. Recipients were recognized for advancement of air pollution technology, model community achievements, innovative transportation projects, efforts to educate the public on air quality issues, and promoting good environmental stewardship.

Join me in congratulating the following recipients:

- The S. Roy Wilson Memorial Award for Leadership in Government – U.S. Congressman Henry Waxman, 33rd Congressional District
- The Robert M. Zweig, M.D. Memorial Award - Michael Lipsett, M.D., J.D.
- Advancement of Air Pollution Control Technology - Complete Coach Works
- Promotion of Good Environmental Stewardship - Tree Musketeers, BikeSGV, and the City of Commerce's Green Zone Working Group
- Innovative Transportation Projects - Southern California Safe Routes to School Regional Network
- Model Community Achievement - Renovate America - Home Energy Renovation Opportunity (HERO) with Western Riverside Council of Governments and San Bernardino Associated Governments and Coachella Valley Innovation Hub (iHub)
- Public Education on Air Quality Issues - Environmental Charter High School

Future Events/Meetings

2016 Air Quality Management Plan Advisory Group

AQMD staff continue to develop the 2016 Air Quality Management Plan (AQMP), which must demonstrate how the region will attain federal clean air standards for the Southland. An integrated AQMP is prepared every four to six years and the 2016 plan will focus primarily on how the region will meet federal ozone standards by the upcoming deadlines.

The third advisory group meeting is scheduled for **October 28** from 10 am to 12 pm at AQMD in Diamond Bar. The agenda can be found at <http://aqmd.gov/home/library/meeting-agendas-minutes/agenda?title=2016-aqmp-advisory-group-meeting-october-28-2014>. This is a public meeting and cities are invited to attend.

As AQMD has done for past plans, advisory groups made up of a diverse group of community, environmental, business, academia and government stakeholders are convening to assist in the 2016 AQMP's development. In addition, a series of white papers will be prepared to lay out the technical and policy issues concerning interlocking disciplines on air quality, climate, energy and transportation and to initiate dialogues with stakeholders regarding development strategies.

The draft plan is expected to be made available for public review and input by late spring or early summer of 2016. Public workshops and hearings will be held during the review period. AQMD's Governing Board is scheduled to hear the plan in September 2016, after which it will be submitted to CARB for approval, followed by submittal to U.S. EPA by December 2016.

For more information on the 2016 AQMP, visit the Plan's webpage at aqmd.gov/home/about/groups-committees/aqmp-advisory-group or contact Susan Nakamura at SNakamura@aqmd.gov or (909) 396-3105.

Environmental Justice For All: A Conversation With the Community

AQMD will be hosting a day-long forum to highlight ways in which public agencies can better collaborate with local communities and improve coordination in responding to residents' concerns. Participants will engage in direct dialogue with stakeholders from impacted communities, academic researchers, health professionals, and others focused on the need to protect and improve the region's air quality. The forum will be held on **November 13** at California State University, Los Angeles 5151 State University Drive, Los Angeles, CA 90032.

Environmental Justice Activists, Community Advocates, Health Professionals, Academic Researchers, Government Officials, and any other stakeholders who want to improve our region's air quality are encouraged to attend.

The forum is free, but preregistration is required at <http://www.aqmd.gov/ejconversation>

California Freight Mobility Plan (CFMP)

The CFMP is a statewide, long-range plan with the following vision for the movement of freight in California:

As the national gateway for international trade and domestic commerce, California enhances economic competitiveness by collaboratively developing and operating an integrated, multimodal freight transportation system that provides safe, sustainable freight mobility. This system facilitates the reliable and efficient movement of freight and people while ensuring a prosperous economy, social equity, and human and environmental health.

The CFMP complies with the relevant provisions of the federal Moving Ahead for Progress in the 21st Century Act, which encourages each state to develop a freight plan, as well as AB 14 (Lowenthal, 2013), which requires the preparation of a California state freight plan.

Comments on the proposed plan are still being solicited. To submit comments, or for more information, please visit: http://www.dot.ca.gov/hq/tpp/offices/ogm/california_freight_mobility_plan.html

ARB

California Climate Credit

The California Public Utilities Commission (CPUC) and ARB have announced that during the month of October, 10.7 million California households will see a credit averaging \$35 on their electricity bills thanks to the State's cap-and-trade program. This is the second time consumers will receive the Climate Credit, as they also received it this past April, resulting in an overall total credit of \$755.5 million to California households.

Households and small businesses do not need to do anything to get the credit. Households will see the Climate Credit on their October/November and April/May bills each year, regardless of energy consumption or bill amount. Small businesses will receive the Climate Credit every month, as a credit related to the amount of electricity used. Those customers include commercial, industrial, and agricultural customers, as well as nonprofits and schools that typically use less than 20 kilowatts of electricity each month.

Southern California Edison customers will receive a \$40 credit. The Climate Credit is one of many programs developed as a result of landmark legislation called the Global Warming Solutions Act of 2006 (AB 32), which requires that greenhouse gas emissions be reduced to 1990 levels by 2020. Customers of the state's investor-owned utilities will receive a Climate Credit that is designed to help California fight climate change and clean the air. The credit comes from payments by power plants and industries that, under California's climate program, purchase permits when they put carbon pollution into the air.

For more information, visit <http://www.energyupgradeca.org/en/learn/energy-impact-on-our-climate/what-is-california-climate-credit>

2014 Haagen-Smit Clean Air Awards Applications

Since 2001, ARB has annually given Haagen-Smit awards to extraordinary individuals to recognize significant career accomplishments in at least one of these air quality categories: research, environmental policy, science and technology, public education and community service. Over the past 13 years there have been 37 acclaimed recipients. In light of the global connection between air quality and climate change, the scope of the program has expanded to include an international focus and a focus on climate change science and mitigation. The 2014 Haagen-Smit Clean Air Awards nomination period is between October 1 and December 1, 2014.

For more information, visit <http://www.arb.ca.gov/research/hsawards/hsawards.htm>

Greenhouse Gas Reduction Fund (GGRF) Interim Guidance

In September, the ARB approved Interim Guidance for agencies administering projects to be funded by the Greenhouse Gas Reduction Fund (GGRF). This guidance provides direction for agencies to meet SB 535 (De León, 2012) requirements to allocate 25 percent of the available moneys in the GGRF to projects that deliver benefits to disadvantaged communities and to allocate a minimum of 10 percent of the available monies to projects located within disadvantaged communities. That investment comes from the proceeds of quarterly cap-and-trade auctions held by ARB.

The California Environmental Protection Agency will identify disadvantaged communities based on geographic, socioeconomic, public health, and environmental hazard criteria. Full funding guidelines will be developed over the next year and brought back to the Board for final approval in 2015.

For more information, visit <http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/workshops/arb-sb-535-interim-guidance-08-22-2014.pdf>

CoolCalifornia Small Business Awards Program

The ARB is accepting applications now through November 3 for its fifth CoolCalifornia Small Business Awards Program, which recognizes small businesses that integrate environmental stewardship and sustainability into their business practices. California small businesses eligible to compete for a CoolCalifornia Small Business Award are those that demonstrate climate leadership by reducing energy use, conserving water and minimizing their greenhouse gas emissions. Small businesses that meet the requirements can apply online for an award. Winners will be recognized by ARB at a public ceremony in Sacramento in February 2015, and will be profiled on the CoolCalifornia.org website and in a statewide press release.

For more information, visit <http://www.coolcalifornia.org/article/small-business-awards-program>

CoolCalifornia Climate Leader Award

The ARB recently announced the winners of the Cool California City Challenge, a competition among 10 cities in the state to reduce their carbon footprint and better manage energy use. In a hard-fought battle, the city of Riverside edged out second-place Claremont to be crowned the state's "Coolest California City." Claremont and third-place Rancho Cucamonga each were named "Cool California Cities." All cities were judged based on the points individual households, small businesses, and teams earned for their community by tracking their energy use and vehicle emissions since April 1, 2014.

This year's participating communities included Arcata, Burlingame, Claremont, Corona, Chula Vista, Long Beach, Lynwood, Mission Viejo, Rancho Cucamonga, and Riverside. The participating cities will each receive a portion of \$100,000 in prize money based on their total points, with the winning city, Riverside, receiving \$32,950, the largest amount.

For more information, please visit <http://www.coolcalifornia.org>

- Briefing on Process for Updating Senate Bill 375 Greenhouse Gas Emission Reduction Targets

Eight States Partnership for Zero Emission Vehicles

Last week, the ARB and representatives of an eight-state partnership to develop and support the market for zero emission vehicles (ZEV), announced that national ZEV sales have passed the quarter-million mark. To put the milestone in perspective, 250,000 cars is the combined daily volume of traffic on the Golden Gate and the Brooklyn Bridge. Californians have purchased or leased more than 100,000 ZEVs. The other seven states account for more than 135,000 vehicles. The other states are Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island and Vermont.