

## MOTION

The Earth is already too hot for safety. Humanity can no longer safely emit greenhouse gasses if it wishes to avoid reaching irreversible climate tipping points. Only one degree Celsius of global warming is already causing excessive and unnecessary damage worldwide, including the climate-exacerbated drought destruction of both of America's most important rivers: the Mississippi and the Colorado.

Extreme storm damage to refineries in Florida, Texas and along the Gulf Coast have caused past price spikes in gasoline prices across the country, including in Los Angeles. The volatility of fossil fuel prices will continue in a climate-disrupted future and will particularly impact low income residents.

Additionally, emissions from vehicles powered by fossil fuels and from production and refinement of fossil fuels contribute substantially to health problems for frontline communities living near freeways, oil drill sites and refineries. Disproportionately, the burden of dirty fuel energy is borne by low-income communities of color, while reductions in fossil fuel burning would have a measurable positive impact on the nearly 47,000 asthma-induced emergency room visits across Los Angeles County every year.

Yet, COP27 in Egypt, as has been the case for the other 26 Conferences of Parties on climate, failed to materialize an effective, binding implementation plan to end fossil fuel infrastructure, end fossil fuel industry subsidies, and appropriately hold accountable the companies who have created the most damage, including Chevron, Exxon-Mobil, Semptra Energy, and others.

Lacking global cooperation, in order to drastically reduce greenhouse gas emissions themselves, countries such as Great Britain, India, China and Germany have already set an end date on the sales of gasoline and diesel powered passenger vehicles (ICE). California Governor Gavin Newsom has similarly set an end date of 2035, which, while prominent, does not even begin to address the true emissions reductions necessary to keep the planet below the upper survivability limit of 1.5 degrees Celsius.

According to the 11<sup>th</sup> annual *California Green Innovation Index*, despite nation-leading efforts to reduce greenhouse gas (GHG) emissions in its energy sector, at 2017's GHG reduction rate, the year with available data, California would reach its 2030 goal in 2061 and its 2050 goal of emitting 80% below 1990 levels in 2157, "a 31-year and a 107-year delay." Transportation electrification must be accelerated because over half the state's GHGs have come from the transportation sector in recent years.

Towards that end, automobile manufacturers such as Audi and Volvo are moving toward all-electric vehicle (EV) sales and General Motors, Ford, Land Rover and BMW are introducing new lines as well. A healthy secondary electric vehicle market is already making EVs more affordable than ever. Price parity between ICE and EV vehicles is predicted by the automotive industry within the next few years.

The City is pursuing the development of an Electric Vehicle Master Plan (CF: 21-0890) in order to better facilitate the sale and spread of EVs citywide as well as the necessary transformation of the electricity grid.

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If the City is to continue to thrive and play a role as an international leader in climate action, all efforts must be made to reduce greenhouse gas emissions in every sector, including transportation, as soon as possible. In order to protect and promote the health of its residents, the City should make all efforts to reduce exposure to toxic emissions from freeways, oil drill sites and refineries by ending the sale of all new fossil fuel powered vehicles as soon as possible. Due to the shorter-term climate emission dangers posed by methane leaks associated with natural gas extraction, the sale of natural gas powered vehicles should be included in any phase out.

I THEREFORE MOVE that the City Council request the City Attorney, in consultation with the Department of City Planning, the Department of Transportations, the Office of Petroleum and Natural Gas Administration and Safety (Petroleum Administrator), the Los Angeles Department of Water and Power, and the General Services Department, be instructed to report to the Council in 90 days with an ordinance terminating the sale of new gasoline, diesel and natural gas passenger vehicles in Los Angeles by 2030 via a staged phase out such as cars over \$28K by 2028, cars over \$22K by 2029, and all cars by 2030, so as to actively create a used electric vehicle market for lower income customers.

I FURTHER MOVE that future reports related to CF: 21-0890 (EV Master Plan) and CF: 22-0532 (ending fossil fuel procurement) include components of this policy as it relates to procurement and maintenance of fleet needs

I FURTHER MOVE that the Director of the Office Climate Emergency Mobilization, in consultation with the Economic and Workforce Development Department, be directed to report to Council in 90 days on any “just transition” elements related to the above action, including the impact upon and opportunities for auto mechanics.

PRESENTED BY:



PAUL KORETZ  
Councilmember, 5th District

SECONDED BY:



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