



Kate Harrison
Councilmember District 4

CONSENT CALENDAR
March 9, 2021

To: Honorable Mayor and Members of the City Council
From: Councilmember Kate Harrison, Councilmember Sophie Hahn
Subject: Resolution in Support of Establishing Statewide Targets for 100% Zero-Emission Vehicle Sales No Later Than 2025 and Comprehensive Legislative Program to Achieve an Equitable and Just Statewide Transition Towards 100% Zero-Emission Transportation and Mobility by 2030

RECOMMENDATION

Adopt a resolution in support of establishing (1) statewide binding legislative targets for 100% zero emission vehicle sales no later than 2025, and (2) comprehensive statewide legislative program to achieve an equitable and just transition towards 100% zero-emissions transportation and mobility by 2030.

Send copies of the resolution to Governor Newsom, State Senator Nancy Skinner, Assemblywoman Buffy Wicks, copying President Biden, Vice President Harris, Senators Feinstein and Padilla, and Congresswoman Lee.

BACKGROUND

According to the best available science, wealthy nations must achieve near net-zero emissions by 2030 or earlier in order to delay the onset of extremely catastrophic warming. Implicit in the U.N.'s global 2050 net-zero targets to keep emissions as close as possible to 1.5 degrees Celsius is the assumption that advanced industrialized nations will reach zero *decades before* less wealthy nations lacking basic human necessities.¹

In January 2021 Climate researchers released an alarming study suggesting that the world has already locked-in at least a devastating 2 degrees Celsius of warming from

¹ IPCC, 2018: Summary for Policymakers. In: *Global Warming of 1.5°C. An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty* [Masson-Delmotte, V., P. Zhai, H.-O. Pörtner, D. Roberts, J. Skea, P.R. Shukla, A. Pirani, W. Moufouma-Okia, C. Péan, R. Pidcock, S. Connors, J.B.R. Matthews, Y. Chen, X. Zhou, M.I. Gomis, E. Lonnoy, T. Maycock, M. Tignor, and T. Waterfield (eds.)]. *World Meteorological Organization, Geneva, Switzerland, 32 pp.*
<https://www.ipcc.ch/sr15/chapter/spm/>.

existing emissions.² The study's authors advise that humans *have agency to determine whether we will reach this existential milestone within a few decades or over centuries*. By achieving net-zero at an emergency pace, humans may secure precious time to adapt and potentially postpone the onset of a drastically warmer climate.

California's targets for phasing out the sale of new fossil fuel vehicles by 2035 is radically out of step with this science and related geopolitical realities, and risks the welfare of all current and future generations of Californians. Eliminating total statewide emissions by 2030 will not only require phasing out the sale of new fossil fuel vehicles, but more significantly a phase out of all *existing fossil fuel vehicles* through an equitable and just transition towards zero-emissions public transportation and other forms of electric mobility.

Even under a best-case scenario, transitioning existing vehicles will take years, and it is hard to comprehend a scenario where California can continue to sell new fossil vehicles past mid-decade and still meet its 2030 obligations. In addition, assuming California permits the sale of new internal combustion vehicles after 2030, and therefore fails to transition existing vehicles, it may have to resort to relying on exceedingly challenging, uncertain, dangerous or unproven net emissions reductions strategies in order to meet global reduction targets obligations.

Even if California were to ban the sale of fossil fuel vehicles tomorrow, Americans are holding onto cars for longer than before: according to research by R.L. Polk the average age of all vehicles on the road is 11.4 years and on average American keeps their newly purchased vehicles for approximately 6 years.³ In other words, market forces and turnover alone will not be sufficient to phase out California's fossil fuel vehicles, especially when considering the urgency of meeting California's climate obligations. Furthermore, even if California were to replace every existing fossil fuel vehicle on the road today with an electric version, it is likely that the sheer embodied emissions and related environmental destruction related to manufacturing such vehicles would not be consistent with global climate and ecological imperatives.

Therefore, California's targets and programs for phasing out new and existing vehicles must be rethought and expanded to include a comprehensive legislative program to achieve equitable and reliable public transit and other forms of zero-emissions mobility.

The City of Berkeley is committed to reduce emissions at an emergency speed regardless of state and federal commitments and resources, however there is little doubt that Berkeley's efforts could be significantly enhanced with additional state and federal leadership, coordination and resources. Nearly 60% of Greenhouse Gasses in

² Seth Borenstein, "Study: Warming already baked in will blow past climate goals," Associated Press, January 4, 2021, <https://apnews.com/article/climate-climate-change-pollution-3f226aed9c58e36c69e7342b104d48bf>.

³ Doug Demuro, "Buying a Car: How Long Can You Expect a Car to Last?," Autotrader, June 30, 2019, <https://www.autotrader.com/car-shopping/buying-car-how-long-can-you-expect-car-last-240725>.

Berkeley come from transportation emissions, according to the most recent climate action plan update.⁴

In recognition of these the escalating climate emergency, the City of Berkeley has already committed to a policy of decarbonization, including through Measure G (Resolution No. 63,518-N.S.) in 2006, the 2009 Berkeley Climate Action Plan (Resolution No. 64,480-N.S.), the 2018 Berkeley Climate Emergency Declaration (Resolution No. 68,486-N.S.), and the Fossil Free Referral establishing a process to study and set targets to complete phase out of fossil fuel citywide by 2030.

More recently, for example, the City has prohibited the installation of natural gas infrastructure for buildings applying for land use entitlement as of January 1, 2020 (Ord. 7672-NS), referred measures to facilitate the retrofit of Berkeley's existing building stock, established a policy of entirely phasing out its municipal fossil fuel fleet by at least 2030, implemented a tax on transport network company trips, required minimum paving and street upgrade requirements to facilitate bicycle and mobility goals, and eliminated parking minimum requirements for new housing construction.

With regard to the sale of new vehicles, the Council recently referred to City staff to draft an ordinance prohibiting the sale of fossil fuel passenger vehicles as early as 2025-2027, but state and federal leadership will help determine how quickly Berkeley can act.

If ultimately adopted as proposed, Berkeley's ordinance would be implemented nearly a decade ahead of Governor Newsom's September 23, 2020 executive order, which phases out the sale of gasoline-powered cars and drayage trucks across California by 2035, and zero emission heavy-duty trucks by 2045 where feasible. The Governor has also set aside approximately \$1.5 billion to subsidize electric car purchases and leases and for charging infrastructure.⁵

While the City welcomes recent progress at the state level, as well as recent executive orders by the Biden administration, it recognizes that they are nonetheless insufficient in the face of stark scientific realities. By contrast, nations such as Norway have committed to phase out the sale of new fossil vehicles no later than 2025. While California is not a nation, the size of California's economy consistently ranks within the top ten in the world—a fact that raises the stakes for transitioning quickly and also provides it with resources to do so.

Meanwhile, automobile manufacturers are moving rapidly toward all-electric vehicle sales, and it is conceivable that they could completely transition their Californian manufacturing within four years. California increased the number of zero emission

⁴ "Climate Action Plan Update," Office of Energy and Sustainable Development, July 21, 2020, [https://www.cityofberkeley.info/Clerk/City_Council/2020/07_Jul/Documents/2020-07-21_Presentations_Item_5_\(6pm\)_Pres_CMO_pdf.aspx](https://www.cityofberkeley.info/Clerk/City_Council/2020/07_Jul/Documents/2020-07-21_Presentations_Item_5_(6pm)_Pres_CMO_pdf.aspx).

⁵ Governor Newsom, "Executive Order N-79-20," September 23, 2020, <https://www.gov.ca.gov/wp-content/uploads/2020/09/9.23.20-EO-N-79-20-text.pdf>

vehicles in the state by more than 3,000% in 8 years, growing from 25,000 in 2012 to 763,816 in 2020. The manufacturers supporting major dealerships in Berkeley, including Honda, Toyota, Fiat and BMW, already produce a wide range of electric vehicles. BMW recently announced that it plans to have electric alternatives for each of its most popular gasoline models.⁶ Even General Motors, a laggard in the electric market, [recently announced](#) to halt manufacturing fossil fuel vehicles by 2035.⁷ With state leadership through binding targets consistent with science, mere pledges can be transformed into bold, but also reasonable (in light of catastrophic climate change) requirements.

Berkeley is therefore calling on its state leaders, with the assistance of federal government, to adopt binding legislation committing California to phase out the sale of all fossil fuel vehicles no later than 2025, and establishing and funding a comprehensive statewide legislative program to achieve an equitable and just transition towards public transit and other forms of electric or zero-emissions mobility by 2030.

While the City recognizes that such goal will be extremely challenging, nothing less is necessary to achieve California's global reduction obligations.

FISCAL IMPACTS OF RECOMMENDATION

Clerk time is necessary to send letter.

ENVIRONMENTAL SUSTAINABILITY

This item would help facilitate Berkeley's local transportation emission reductions targets and obligations.

CONTACT PERSON

Kate Harrison, Berkeley City Councilmember, (510) 981-7140

ATTACHMENTS

1. Resolution
2. Letter

⁶ Sean O'Kane, "BMW will make an all-electric 5 Series, 7 Series, and X1," The Verge, July 28, 2020, <https://www.theverge.com/2020/7/28/21345464/bmw-5-7-series-x1-electric-car-ev-plug-in>.

⁷ Neal E. Boudette and Coral Davenport, "G.M. Will Sell Only Zero-Emission Vehicles by 2035," January 28, 2021, <https://www.nytimes.com/2021/01/28/business/gm-zero-emission-vehicles.html>.

RESOLUTION NO. ##,###-N.S.

RESOLUTION IN SUPPORT OF ESTABLISHING STATEWIDE TARGETS FOR 100% ZERO-EMISSION VEHICLE SALES NO LATER THAN 2025 AND COMPREHENSIVE LEGISLATIVE PROGRAM TO ACHIEVE AN EQUITABLE AND JUST STATEWIDE TRANSITION TOWARDS 100% ZERO-EMISSION TRANSPORTATION AND MOBILITY BY 2030

WHEREAS, the Intergovernmental Panel on Climate Change tells us we have until 2030 to transform our economy and the way we live to avoid the most catastrophic and irreversible effects of the climate crisis; and

WHEREAS, a recent climate study suggests that the world has already locked-in at least a devastating 2 degrees Celsius of warming from existing emissions, but that humans likely have agency to delay its onset with rapid emissions reductions; and

WHEREAS, the transportation sector is the largest contributor of Greenhouse Gas emissions in California, with light duty vehicles (LDVs) making up 70% of those emissions; and

WHEREAS, electrifying transportation needs to be at the forefront of any attempt to combat the climate crisis; and

WHEREAS, California increased the number of zero emission vehicles in the state by more than 3,000% in 8 years, growing from 25,000 in 2012 to 763,816 in 2020; and

WHEREAS, the City of Berkeley has committed to a policy of phasing out the entirety of its municipal fossil fuel fleet by at least 2030 and is exploring an ordinance prohibiting the sale of fossil fuel passenger vehicles as early as 2025-2027; and

WHEREAS, even under a best-case scenario transitioning existing vehicles will take years, and it is hard to comprehend a scenario where California can continue to sell new fossil vehicles past mid-decade and still meet its 2030 obligations; and

WHEREAS, all new vehicles sold in California by at least the year 2025 need to be zero emission vehicles to decarbonize California's most polluting sector; and

WHEREAS, zero emission vehicle technology continues to progress, making a transition to a 100% electric transportation system both feasible and achievable; and

WHEREAS, zero emission vehicles and services are an opportunity for quality jobs and tax revenue that puts part of the Green New Deal in practice in our state; and

WHEREAS, market forces and turnover of new vehicles alone will neither be sufficient nor necessarily sustainable towards phasing out all of California's fossil fuel vehicles consistent with California's urgent climate and ecological obligations, and will not provide for reliable and equitable public transit and mobility options for all; and

WHEREAS, a statewide legislative program is needed to achieve an equitable and just transition for workers towards equitable and reliable public transit and other forms of electric or zero-emissions mobility by 2030; and

NOW, THEREFORE BE IT RESOLVED that the Council of the City of Berkeley calling on its state leaders, with the assistance of federal government, to adopt binding legislation committing California to phase out the sale of all fossil fuel vehicles no later than 2025, and establishing and funding a comprehensive statewide legislative program to achieve an equitable and just transition towards public transit and other forms of electric or zero-emissions mobility by 2030.

BE IT FURTHER RESOLVED that copies of this resolution be sent to Governor Newsom, State Senator Nancy Skinner, Assemblywoman Buffy Wicks, Congresswoman Barbara Lee, President Biden, Vice President Harris and Senators Dianne Feinstein and Alex Padilla.

The Honorable Gavin Newsom
Governor, State of California
1303 10th Street, Suite 1173
Sacramento, CA 95814

Re: Support for Establishing Statewide Targets for 100% Zero-Emission Vehicle Sales No Later Than 2025 and Comprehensive Legislative Program to Achieve an Equitable and Just Statewide Transition Towards 100% Zero-Emission Transportation and Mobility by 2030

Dear Governor Newsom:

The Berkeley City Council would like to convey its urgent support for adopting binding climate legislation committing California to phase out the sale of all fossil fuel vehicles no later than 2025, and establishing and funding a comprehensive statewide legislative program to achieve an equitable and just transition towards public transit and other forms of electric or zero-emissions mobility by 2030.

While the City welcomes recent progress at the state level committing California to phasing out the sale of gas vehicles by 2035, as well as recent executive orders by the Biden administration, it recognizes that these actions will not be enough in face of stark scientific realities. By contrast, nations such as Norway have committed to phase out the sale of new fossil vehicles no later than 2025.

The City of Berkeley has committed to a policy of phasing out the entirety of its municipal fossil fuel fleet by at least 2030 and is exploring an ordinance prohibiting the sale of fossil fuel passenger vehicles as early as 2025-2027. State and federal leadership and support will help determine how quickly Californian cities like Berkeley can act.

According to the best available science, wealthy nations, cities and states must achieve near net-zero emissions by 2030 or earlier in order to delay the onset of extremely catastrophic warming. Implicit in the U.N.'s global 2050 net-zero targets to keep emissions as close as possible to 1.5 degrees Celsius is the assumption that advanced industrialized nations will reach zero *decades before* less wealthy nations lacking basic human necessities.

Even under a best-case scenario, transitioning existing vehicles will take years, and it is hard to comprehend a scenario where California can continue to sell new fossil vehicles past mid-decade and still meet its 2030 obligations. However, market forces and turnover of new vehicles alone will neither be sufficient nor necessarily sustainable towards phasing out all of California's fossil fuel vehicles consistent with its urgent climate and ecological obligations, and will not provide for reliable and equitable public transit and mobility options for all. Therefore, in addition to phasing out the sale of fossil fuel vehicles, the state must also rapidly adopt a legislative program providing 100%

zero-emissions, reliable, and equitable public transit and mobility options for all Californians in order to meet out 2030 obligations.
Thank you for your leadership and consideration.

Sincerely,

The Berkeley City Council

CC: President Joe Biden
Vice President Kamala Harris
Senator Diane Feinstein
Senator Alex Padilla
Congresswoman Barbara Lee

The Honorable Nancy Skinner
California State Senator
State Capitol, Room 5094
Sacramento, CA 95814

Re: Support for Establishing Statewide Targets for 100% Zero-Emission Vehicle Sales No Later Than 2025 and Comprehensive Legislative Program to Achieve an Equitable and Just Statewide Transition Towards 100% Zero-Emission Transportation and Mobility by 2030

Dear Senator Skinner:

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Vice President Kamala Harris
Senator Diane Feinstein
Senator Alex Padilla
Congresswoman Barbara Lee

The Honorable Buffy Wicks
California State Senator
Capitol Office, Room 5160
Sacramento, CA 94249-0015

Re: Support for Establishing Statewide Targets for 100% Zero-Emission Vehicle Sales No Later Than 2025 and Comprehensive Legislative Program to Achieve an Equitable and Just Statewide Transition Towards 100% Zero-Emission Transportation and Mobility by 2030

Dear Assemblywoman Wicks:

The Berkeley City Council would like to convey its urgent support for adopting binding climate legislation committing California to phase out the sale of all fossil fuel vehicles no later than 2025, and establishing and funding a comprehensive statewide legislative program to achieve an equitable and just transition towards public transit and other forms of electric or zero-emissions mobility by 2030.

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