

Air pollution poses a significant danger and nuisance to public health, including the risk of premature death, reproductive and developmental harm, asthma, lung cancer and cardiovascular disease. Over 250,000 children and over 1.1 million adults in the Los Angeles metropolitan area reportedly have asthma. Low income communities of color are at particular risk, as are various communities of workers.

The American Lung Association's State of the Air 2019 report ranked Los Angeles as the most ozone-polluted metropolitan area in the United States; the fifth most polluted by annual particle pollution levels; and the seventh most polluted for unhealthy particle pollution days. Los Angeles County was one of just 12 U.S. counties to receive failing grades in all three pollution categories in 2019.

Mobile sources which account for over 80% of smog-forming pollution, over 90% of diesel particle pollution and approximately 50% of California greenhouse gas emissions that contribute to the rapidly-increasing climate emergency are transportation-related, with passenger vehicles accounting for the largest share. Parked vehicle idling in California contributes approximately 3 million tons of carbon dioxide to the atmosphere annually.

The 2019 State of the Air report found increases in unhealthy ozone and particle pollution in Los Angeles, and the most recent inventory of greenhouse gas emissions found that California's transportation emissions have risen while other categories have decreased. A significant amount of these emissions could be mitigated by a simple change of habit by the driving public: seriously reducing parked vehicle idling immediately, except in the case of public safety and where other vehicles by law or policy must idle under certain circumstances.

Idling in traffic or very low-speed driving - and the consequent increases in emissions - have been exacerbated by increases in traffic congestion, and efforts to alleviate them must continue. However, parked vehicle idling is an unnecessary and inefficient habit that increases air and climate pollution, increases consumption and demand for harmful fossil fuels, and also wastes money.

New York City has adopted strong parked vehicle idling regulations and enforcement into its City Administrative Code, which require that no person should allow the engine of a motor vehicle to idle for longer than three minutes while parking, standing or stopping, and not for longer than one minute near schools, with the exception of emergency vehicles and engines necessary for loading, unloading and processing operations. NYC enforcement in some cases is achieved by citizens with the use of an app. If a complaint is approved, the person who reports it can get paid 25% of the \$350 fine, or approximately \$88.

Eight states have enacted legislation that bans parked vehicle idling for all vehicles, including Texas. California has focused its idling laws on heavy duty vehicles like diesel trucks. A City law to apply idling limits to all vehicles would complement the state's law while allowing improving enforcement.

The City, its inhabitants, and the planet could all benefit by the adoption of strong regulations to greatly restrict parked vehicle idling. Such an ordinance could also move the City briskly towards its zero emissions goals.

I THEREFORE MOVE that the City Council request the City Attorney, in consultation with LADOT and other relevant departments, prepare and present an ordinance, drawing upon best practices from New York City, New Jersey, California's existing heavy-duty truck idling regulations and elsewhere, to restrict parked vehicle idling to one minute or less, and do so in a way that does not negatively impact low income community members.

I FURTHER MOVE that the City Council direct LADOT to prepare a robust marketing campaign in order to provide widespread education about the dangers of parked vehicle idling and the new regulations.

PRESENTED BY:


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SECONDED BY:



JUN 05 2019



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