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PROHIBITS SALE OR REGISTRATION OF GAS-ONLY AND DIESEL-ONLY PASSENGER VEHICLES AND LIGHT TRUCKS MANUFACTURED AFTER 2020. INITIATIVE STATUTE.

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The Attorney General of California has prepared the following title and summary of the chief purpose and points of the proposed measure:

PROHIBITS SALE OR REGISTRATION OF GAS-ONLY AND DIESEL-ONLY PASSENGER VEHICLES AND LIGHT TRUCKS MANUFACTURED AFTER 2020.

INITIATIVE STATUTE. Prohibits the sale or registration, in the State of California, of gasoline-only and diesel-only passenger vehicles and light trucks, if such vehicles were manufactured after 2020. Limits the sale or registration of passenger vehicles and light trucks to: (1) vehicles manufactured before 2020; and (2) plug-in hybrid and all-electric vehicles manufactured after 2020. Authorizes the California Air Resources Board to grant reasonable exemptions to sale and registration prohibitions. Fiscal Impact: **It is the opinion of the Legislative Analyst and Director of Finance that the measure could result in a substantial net change in state and local finances.** (19-0031.)

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RECEIVED

Office of the Attorney General
ATTN: Initiative Coordinator
P.O. Box 944255
Sacramento, CA 94244-2550

NOV 25 2019

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

Dear Attorney General Bercerra,

I, John Hankey, would like to submit the following draft of a proposed initiative, to you, and I request that a circulating title and summary be prepared.

Prohibits the sale or registration, in the State of California, of gasoline-only and diesel-only passenger vehicles and light trucks, manufactured after 2020. That is: only plug-in hybrids, and all-electric passenger vehicles and light trucks, would be allowed. The California Air Resources Board would be empowered to grant reasonable common-sense exemptions.

Enclosed please find my check for \$2000.

My contact information is:

John Hankey
6106 Buckler Ave
Los Angeles, CA 90043

I would also respectfully implore you to forward, to Department of Finance and the Legislative Analyst, together with this proposed initiative, the following observations for their consideration in analyzing the finance impacts:

The most clear and immediate financial impact would be the saving of \$14 billion, which is the estimate, by the South Coast Air Quality Management District, of the cost to the state, in order to meet mandated federal clean-air standards; meeting these standards would be accomplished by this bill, without appreciable cost to the state, or anyone else, in fact.

Further impacts resulting from this bill, would include the saving of hundreds of billions in costs to state residents, insurance companies, and the state, for losses, and for the remediation of the effects of the current climate crisis: fighting fires, repairing the forests, and shoring up coastlines, for example.

Finally, I would like to observe that the Air Resources Board could charge a fee for a request for an exemption, that would pay for the process of reviewing and approving or denying such requests. So that empowering the ARB to review appeals-for-exemption, as this proposed initiative does, need not result in any cost to the State.

I certify and declare under penalty of perjury that I am a citizen of the United States, 67 years of age, and a resident of Los Angeles County, California. I further acknowledge that it is a misdemeanor under state law to knowingly or willfully allow the signatures on an initiative petition to be used for any purpose other than qualification of the measure for the ballot.

signed:


John Hankey

dated:


November 18, 2019



19 - 0031

January 14, 2020

Hon. Xavier Becerra
Attorney General
1300 I Street, 17th Floor
Sacramento, California 95814

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JAN 14 2020

INITIATIVE COORDINATOR
ATTORNEY GENERAL'S OFFICE

Attention: Ms. Anabel Renteria
Initiative Coordinator

Dear Attorney General Becerra:

Pursuant to Elections Code Section 9005, we have reviewed a proposed initiative related to the sale of gasoline and diesel powered vehicles (A.G. File No. 19-0031).

The measure intends to ban the sale of gasoline-only and diesel-only passenger vehicles and light trucks manufactured after 2020. The measure also provides the California Air Resources Board the authority to grant exemptions to this ban.

Pursuant to subsection (c) of Section 9005 of the Elections Code, we are informing you that, in our opinion, a reasonable estimate of the net fiscal impact of this proposed initiative measure cannot be prepared within 50 calendar days. Given the considerable uncertainties regarding how the measure would be implemented, how various economic sectors would respond over the longer term, and how individuals and governments might respond, the full scope of the changes this measure would put in place is highly uncertain.

As required by Section 9005, we are informing you that it is our opinion that the measure could result in a substantial net change in state and local finances.

Sincerely,

Gabriel Petek
for Gabriel Petek
Legislative Analyst

Keely Martin Bosler
for Keely Martin Bosler
Director of Finance

Legislative Analyst's Office
California Legislature
Gabriel Petek, Legislative Analyst
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