



AB 32 (Nunez)

September 2006

CLIMATE CHANGE & SUSTAINABILITY

The California Global Warming Solutions Act of 2006

The California Global Warming Solutions Act of 2006, required a sharp reduction in greenhouse gas emissions to 1990 levels by 2020. This became the first program in the nation to take a long-term approach to addressing climate change and transition to a sustainable, low-carbon future.

SB 375 (Steinberg)

September 2008

HOUSING & TRANSPORTATION

Directs the Air Resources Board to set regional targets for the reduction of greenhouse gas emissions. Aligning these regional plans is intended to help California achieve GHG reduction goals for cars and light trucks under AB 32. *This bill effectiveness has been difficult to track and its success has only been marginal.*

California Cap-and-Trade Program

2013

An extension of AB 32 & SB 32, the Cap-and-Trade Program is a key element of California's climate plan. It sets a statewide limit on sources responsible for 85 percent of California's greenhouse gas emissions, and establishes a price signal needed to drive long-term investment in cleaner fuels and more efficient use of energy. The program is designed to provide covered entities the flexibility to seek out and implement the lowest cost options to reduce emissions.

SB 350 (de Leon)

October 2015

UTILITIES

SB 350 requires the state to double statewide energy efficiency savings in electricity and natural gas use by 2030. To help meet these goals and reduce greenhouse gas (GHG) emissions, large utilities will be required to develop and submit integrated resource plans (IRPs). These plans detail how utilities will meet their customers' resource needs, reduce GHG emissions, and ramp up the use of clean energy resources. The bill also authorizes utilities to undertake transportation electrification.

CLIMATE CHANGE & SUSTAINABILITY

SB-32 requires CARB (California Air Resources Board) to reduce greenhouse gas emissions to 40% below the 1990 levels by 2030. This bill gives CARB the authority to adopt regulations in order to achieve the maximum technology feasible to be the most cost-efficient way to reduce greenhouse gas emissions.

AB 398 (E. Garcia)**July 2017****CLIMATE CHANGE & SUSTAINABILITY**

A bill to reauthorize and extend until 2030 the state's economy-wide greenhouse gas reduction program and CAP and TRADE program. The bill sets a new GHG target of at least 40% below the 1990 level of emissions by 2030. A bill to reauthorize and extend the states cap and trade program.

AB 617 (C. Garcia)**July 2017****CLIMATE CHANGE & SUSTAINABILITY**

Air quality legislation that increases air monitoring requirements and penalties for polluters who exceed limitations in vulnerable communities. The California Air Resources Board (CARB) has begun working closely with local air districts, community groups, community members, environmental organizations, and regulated industries to develop a new community-focused action framework for community protection.

SB 100 (de Leon)**September 2018****UTILITIES**

Landmark policy requiring renewable energy and zero-carbon resources supply 100 percent of electric retail sales to end-use customers by 2045. SB 100 requires all retail electricity to be carbon-free by 2045, and therefore, only impacts utility procurement of energy. This commits the state to get 60% of its electricity from clean sources by 2030 and 100% by 2045. Analysts have called the measure "the most important climate law on the books in the United States," according to MIT Technology Review.

The California Solar Mandate**2019**

An extension of SB 288 (Wiener), the California solar mandate is a new building code that requires new construction homes to have a solar photovoltaic (PV) system as an electricity source. This code, which goes into effect on January 1, 2020, applies to both single-family homes and multi-family homes that are up to three stories high. This is a new stride in lowering greenhouse gas pollution by cutting carbon dioxide by 6 million metric tons; equivalent to taking 1.3 million cars off the road.

BENCHMARKS & ADDITIONAL BILLS

BENCHMARKS FOR THE BILLS LISTED ABOVE:

- **Dec. 2020 - Deadline for reduction of GHG levels to 1990 levels.** CA reached this goal ahead of schedule, in 2016 and raised its goal for 2045.
- **Dec. 2030 - Deadline for reduction of GHG emissions to 40% below 1990 levels.**
- **Dec. 2050 - Deadline for reduction of GHG emissions to 80% below 1990 levels.**
- **100% of electric retail sales to end-use customers by 2045.**
- **60% of California electricity from clean sources by 2030 and 100% by 2045.**
- **SB 100 sets three targets for California:**
 - **50 percent renewables by 2026**
 - **60 percent renewables by 2030**
 - **100 percent carbon-free energy by 2045**

ADDITIONAL STATE BILLS ON ENERGY & TRANSPORTATION :

SB 700 – Wiener, September 2018

- Extends incentives for distributed, self-generated energy such as wind, biogas, and fuel cells.

AB 2061 – Frazier, September 2018

- Eases weight restrictions for commercial electric vehicles to encourage fleet-wide adoption.

SB 237 and SB 1131 – Hertzberg, September 2018

- Fast-tracks access to energy-efficiency programs for the state's largest energy consumers (agriculture and industry) and allows more customers to purchase their power directly from independent sources rather than utilities.

SB 1339 – Stern, September 2018

- Directs utilities to commercialize microgrids for their customers by standardizing the process to connect customers' microgrids with separate electrical rates and tariffs.

AB 1796 – Leslie, August 2018

- Mandates approval (with exceptions) for the installation of electric-vehicle-charging access on rent-controlled properties.

SB 957 – Lara, October 2019

- Gives low-income drivers with low-emission vehicles preferential access to carpool lanes.



PROPOSED CALIFORNIA ENVIRONMENTAL BILLS OF 2021

SB 343 (Allen) – Truth in Labeling for Recyclable Material

SB 343 will reduce consumer confusion about which plastics are recyclable in California by building on California’s “Truth in Environmental Advertising” law. This law prohibits the use of the word “recyclable” on products that are not. SB 343 will extend this prohibition to also include the chasing-arrows symbol, which most consumers believe denotes recyclability. This clarification will reduce contamination in the state’s recycling system and enable consumers to make more informed choices.

AB 818 (Bloom) – Wipes

Requires certain premoistened nonwoven disposable wipes to be labeled with the phrase “Do Not Flush” and prevents them from making flushable claims. “We have an addiction to single-use plastics that pose an unimaginable threat to our oceans, to the environment, and to human health. These bills will help us curb our addiction to single-use plastics in a sustainable and business-friendly way,” said Assemblymember Bloom.

AB 1276 (Carrillo) – Reduce Unnecessary Food Service Ware

AB 1276 will significantly reduce unnecessary waste and save businesses and local governments money. It expands the plastic straws upon request law to include other single-use food accessories, other food facilities, and third-party delivery platforms - including food that is taken away, delivered or served on-site. Additionally, for specified restaurants, reusable food service ware is required for on-site dining.

AB 881 (Gonzalez) – Recycling Export Reform

AB 881 would close the loophole in California law that enables exported mixed plastic waste to be deemed recycled even when it is landfilled, burned, dumped, or otherwise improperly managed. This would increase transparency and accountability for California’s waste management to ensure recycling truly means recycled into new products.

AB 962 (Kamlager) – Returnable Beverage Bottles

AB 962 will pave the way for returnable beverage bottle systems in California by allowing returnable (“refillable”) bottles to flow through the state’s Beverage Container Recycling Program. Rather than being crushed for recycling, the bottles can be preserved to be washed and refilled by beverage producers.

AB 1201 (Ting) – Compost

This bill bans the sale of plastic products that are labeled “compostable” unless it meets specified standards and criteria.

AB 33 (Ting)- Electric Vehicle Charging Stations

This bill expands the eligibility of projects under the California Energy Commission’s (CEC’s) Energy Conservation Assistance Account (ECAA) to include the installation of energy storage systems and electric vehicle charging stations.



IS CALIFORNIA ON TARGET TO MEET THE GOALS SET BY ITS VARIOUS BILLS?

- The state's **greenhouse gas emission levels are down** 13 percent since they peaked in 2004, according to the California Air Resources Board. More specifically, that means greenhouse gas pollution fell below levels recorded in 1990. The largest decline in emissions came from the electricity sector, which showed a sixteen percent drop in emissions in 2016.
- **Electric vehicle sales are rising in California**, up 63.7% in 2019 according to the latest quarterly report from the California New Car Dealers Assn. The combined market share for electric vehicles and plug-in hybrids in the Golden State has continued to grow.
- **California's electric utilities are ahead of schedule** meeting the requirement that 33 percent of electricity come from renewable sources by 2020.
- **California is on target to reach the ambitious goals of the cap and trade program** as AB 398 has extended it to December 2030.
- **Natural gas savings are anticipated to drastically exceed targets**, thanks mostly to codes and standards and utility programs. Based on the anticipated impact of codes and standards the state is on track to double energy efficiency by 2030.
- **2017 was the second year in a row in which GHG emissions fell below the 2020 reduction target** of 431 million metric tons established by the Global Warming Solutions Act of 2006 (Assembly Bill 32). GHG emissions came in at 424 million metric tons of CO2 equivalent in 2017, a decrease of five million metric tons from 2016.
- Emissions from electricity generation made up about 15 percent of 2017 statewide greenhouse gas emissions. In 2017, those emissions fell 9 percent from 2016, the largest decline of any economic sector.
- Reduced annual emissions of 14 tons of carbon dioxide in California down to about 10 tons per person.

2020-2021 STATE & FEDERAL COMMITMENTS

- **On September 23, 2020** Governor Newsom announced that California will phase out gasoline-powered cars and drastically reduce the demand for fossil fuels via executive order. He issued an executive order **requiring sales of all new passenger vehicles to be zero-emission by 2035**. The executive order stated, "The California Air Resources Board will develop regulations to mandate that 100 percent of in-state sales of new passenger cars and trucks are zero-emission by 2035 – a target that would achieve more than a 35 percent reduction in greenhouse gas emissions and an 80 percent improvement in oxides of nitrogen emissions from cars statewide. In addition, the Air Resources Board will develop regulations to mandate that all operations of medium and heavy-duty vehicles shall be 100 percent zero-emission by 2045 where feasible." Click for full Executive Order: [HERE](#)
- On day one of his term, President Biden rejoined the Paris Agreement and set a course for the United States to **reach net-zero emissions economy-wide no later than 2050**.
- On April 22, 2021, President Biden set federal targets for Green House Gas Pollution Reduction to meet **50-52% reduction from 2005 levels by 2030**. White House [FACT SHEET](#).