



## Memorandum

**To:** Honorable Governor Gavin Newsom

**From:** Ellie Cohen, CEO, The Climate Center

**Date:** July 31, 2023

**Re:** Emission reduction actions to address the climate emergency before the end of 2023

**CC:** Senate Pro Tempore Toni Atkins, Speaker Robert Rivas, Senior Climate Advisor  
Lauren Sanchez

### INTRODUCTION

The global climate is rapidly worsening, with regional extremes far exceeding what many scientists expected, driving deadly and costly heatwaves, drought, wildfires and precipitation events worldwide while impacting those least responsible the hardest.<sup>1</sup> Antarctic sea ice is so far below average for this time of year that many scientists have expressed shock.<sup>2</sup> Sea surface temperatures in the North Atlantic have literally been off the charts. And a new analysis concludes that there is a much greater likelihood than previously thought of the Atlantic current collapsing in the next few decades,<sup>3</sup> with enormous implications for weather, fisheries, economies, and human well-being around the world.

With all these challenges, the growing crisis presents a unique opportunity for you to further establish yourself as a world-leading climate and justice champion by rapidly and equitably cutting emissions to address this existential threat.

Last week, UN Secretary-General António Guterres warned that “the era of global warming has ended” and “the era of global boiling has arrived.” He said leaders “must step up for climate action and climate justice,” particularly those from the G20 leading industrial nations, responsible for 80 percent of global emissions.<sup>4</sup> Earlier this year, Mr. Guterres called upon G20 nations to move their net-zero targets to 2040.<sup>5</sup> A co-author of a recent study showing greenhouse gas (GHG) emissions at an all time high<sup>6</sup> said, “The years of continued high emissions ... mean that by now we should be doing more. That means either moving forward

---

<sup>1</sup><https://www.carbonbrief.org/state-of-the-climate-2023-now-likely-hottest-year-on-record-after-extreme-summer/>

<sup>2</sup><https://www.theguardian.com/world/2023/jul/29/something-weird-is-going-on-search-for-answers-as-antarctic-sea-ice-stays-at-historic-lows>

<sup>3</sup> <https://www.axios.com/2023/07/25/gulf-stream-collapse-atlantic-ocean-circulation>

<sup>4</sup><https://news.un.org/en/story/2023/07/1139162>

<sup>5</sup><https://www.climatechangenews.com/2023/03/20/un-tells-governments-to-fast-forward-net-zero-targets/>

<sup>6</sup><https://www.theguardian.com/environment/2023/jun/08/global-greenhouse-gas-emissions-at-all-time-high-study-finds>; <https://essd.copernicus.org/articles/15/2295/2023/>

the global net-zero goal date for carbon dioxide from around 2050 to about 2035, or cutting much deeper by 2030.”<sup>7</sup>

California, as the world’s fifth-largest economy and second-largest state contributor to historic and ongoing U.S. climate pollution, has a significant responsibility to lead in this accelerated effort. 2045 is simply too late to secure net-zero emissions. As the LA Times recently editorialized, we urgently need California’s “political leadership to kick the recalcitrant fossil fuel industry to the curb and build a sustainable economy right now.”<sup>8</sup> You can lead the way once again.

The solutions are at hand. It is not hyperbole to say that you have the unique power to help secure a viable future for Californians and all life on our planet.

The following are top-priority actions that are essential to a climate-safe future. We urge you to act speedily on these recommendations over the next several months so we can achieve and exceed outdated state goals for greenhouse gas emissions reductions and reliable clean electricity while saving the state money, creating new jobs, reducing pollution, and improving public health:

1. Significantly cut methane emissions as soon as possible, the fastest way to slow down the escalating climate emergency.
2. Enhance grid reliability through electric vehicle (EV) bidirectional charging. Actively engage leaders in the legislature to support SB 233 (Skinner).
3. Expedite grid interconnection and reliability. Issue an executive order requiring the CPUC to create a market that values the multiple services of distributed energy resources (DER) and microgrids, and include \$1 billion for microgrids and DERs in the climate bond proposal.
4. Develop a greenhouse gas reduction implementation roadmap with monitoring, targets, and regular review delivered by CARB by March 2024.
5. Assess and eliminate state tax breaks and expenditures that benefit oil and gas interests.
6. Fast-track the deployment of zero emission vehicles (ZEVs) — prioritizing public transit — ZEV infrastructure, heat pumps,<sup>9</sup> and other transportation and building decarbonization enablers.
7. Include \$75 million in your FY24 budget request to be allocated over five years for Resource Conservation Districts (RCD) and other nonprofit entities enabling technical support to private and public landowners for rapidly scaling up natural climate solutions.

---

<sup>7</sup><https://www.theguardian.com/environment/2023/jun/08/global-greenhouse-gas-emissions-at-all-time-high-study-finds>

<sup>8</sup><https://www.latimes.com/opinion/story/2023-07-21/editorial-its-not-enough-to-be-frenemies-with-fossil-fuel-companies-we-have-to-kick-them-to-the-curb>

<sup>9</sup><https://www.canarymedia.com/articles/heat-pumps/chart-heres-how-the-us-could-get-heat-pumps-in-every-home-by-2050> and <https://energypost.eu/30-nations-now-subsidise-heat-pumps-because-lifetime-cost-is-cheaper-than-fossil-boilers/>

## **1. Significantly cut methane emissions as soon as possible, the fastest way to slow down the escalating climate emergency.<sup>10</sup>**

We applaud your effort to plug 375 leaking oil wells and urge you to escalate that by issuing an executive order requiring the speedy and timely plugging of *all* 5,300 abandoned and orphaned wells<sup>11</sup> known to be leaking methane. These leaks cause significant health hazards for nearby communities and accelerate the rate of global warming. This strategy could also allow for the creation of thousands of new skilled and trained “high road” jobs per a new study by the Blue-Green Alliance.<sup>12</sup> We urge you to allocate funding in the next year’s budget to address this at scale and have CalGEM require immediate remediation by the responsible parties when they are known.

In addition, the executive order should require the immediate expansion of methane leak detection and pipeline monitoring efforts, a halt to all new oil and gas drilling permits, establish new accountability and payment/penalty measures for the owners of existing oil and gas wells if they don’t prevent and seal leaks, and ensure accelerated implementation of current state methane reduction policies with significantly increased enforcement. We recommend assessing other aspects of President Biden’s newly established Methane Task Force and recent Methane Summit to consider for adoption or modification as appropriate in California.<sup>13</sup>

We are grateful to you for signing into law the historic Senate Bill 1137 which bans new oil and gas wells within 3,200 feet of homes and schools to protect public health and safety from methane and other toxic compounds. While oil and gas interests worked disingenuously to undo this law with a referendum that qualified for the 2024 ballot,<sup>14</sup> we urge you to continue actively opposing that effort including immediately stopping the issuance of any new drilling permits and closing loopholes that allow additions to existing well sites in order to protect the health of our communities and our climate. As part of this effort, we request that you expedite the process of recruiting a powerful regulator to fill the long-vacant role of Supervisor of the California Geological Energy Management (CalGEM) Division of the Natural Resources Agency. The appointee should be someone who has a strong reputation of excellent relations with Environmental Justice communities along with a strong track record as an effective regulator.

In addition, we urge you to ensure expedited implementation of measures to reduce methane emissions from food waste and landfills (e.g., including accelerated implementation of recommendations for improvement of the Landfill Methane Regulation from the CA Air Resources Board, May 2023).<sup>15</sup>

---

<sup>10</sup><https://www.reuters.com/business/environment/save-planet-focus-cutting-methane-un-climate-report-2021-08-09/#>

<sup>11</sup><https://www.latimes.com/california/story/2023-07-18/california-announces-plan-to-close-problem-orphan-oil-wells>

<sup>12</sup><https://www.bluegreenalliance.org/resources/new-study-of-us-epa-methane-rule-highlights-jobs-potential-of-plugging-methane-leaks-in-oil-and-gas-industry/>

<sup>13</sup><https://www.whitehouse.gov/briefing-room/statements-releases/2023/07/26/fact-sheet-biden-harris-administration-hosts-white-house-methane-summit-to-tackle-dangerous-climate-pollution-while-creating-good-paying-jobs-and-protecting-community-health/>

<sup>14</sup> <https://legal-planet.org/2023/03/23/a-new-battleground-in-big-oils-war-on-drilling-setbacks/>

<sup>15</sup> [https://ww2.arb.ca.gov/sites/default/files/2023-05/LMR-workshop\\_05-18-2023.pdf](https://ww2.arb.ca.gov/sites/default/files/2023-05/LMR-workshop_05-18-2023.pdf)

Finally, we strongly recommend revising the Low Carbon Fuel Standard (LCFS) that currently results in increased methane emissions. We ask you to direct the California Air Resources Board (CARB) through LCFS to set a carbon intensity cap of zero. We also support the recommendations of our environmental justice colleagues “exclude polluting factory farm-derived methane from the LCFS or amend the credit system to better account for the actual climate impact of using factory farm-generated methane as a transportation fuel and exclude those projects that entrench and exacerbate local air and water pollution.”<sup>16</sup>

*Here are some related bills we recommend you support if still active or that you consider incorporating into new legislation or an executive order with accelerated timelines if held in committee:*

- SB 390 (Limon) Voluntary carbon offsets: business regulation<sup>17</sup> (Active)
- SB 556 (Gonzalez) Oil and gas well health protection zones oversight and civil liability<sup>18</sup> (Held)
- SB 485 (Becker) Livestock feed additives to address methane emissions<sup>19</sup> (Active)
- SB 704 (Min) Coastal resources: oil and gas facilities and offshore wind<sup>20</sup> (Active)
- SB 709 (Allen) Low-Carbon Fuel Standard regulations: biogas derived from livestock manure<sup>21</sup> (Held)
- AB 631 (Hart) Oil and gas industry penalties<sup>22</sup> (Active)
- AB 1167 (Carrillo) Oil and gas: Acquisition: Bonding Requirements<sup>23</sup> (Active)
- AB 1534 (Irwin) Remote sensing of methane emissions from municipal solid waste landfills<sup>24</sup> (Held)

## **2. Enhance grid reliability through electric vehicle (EV) bidirectional charging. Actively engage leaders in the legislature to support and pass SB 233 (Skinner).**

SB 233 (Skinner)<sup>25</sup> is a bill that could have been written by you. As you stated at last fall’s climate bill signing ceremony, bidirectional charging for EVs is a “game changer” and “this is the future.” SB 233 mandates bidirectional charging in passenger vehicles and school buses sold in California by model year 2030. The bill lays the foundation for solving California’s reliability issues on the grid while also providing clean backup power when there is a grid outage for residents and businesses. The auto industry is opposing the bill to protect their proprietary products, but there is a compelling public interest for the state to establish the rules of the road, sending market signals. This bill will become a model for the rest of the country for reliability,

---

<sup>16</sup><https://leadershipcounsel.org/climate-credits-for-factory-farm-gas-violate-civil-rights-fail-to-achieve-climate-benefits-states-petition-submitted-to-carb/>

<sup>17</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB390](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB390)

<sup>18</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240SB556](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240SB556)

<sup>19</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240SB485](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240SB485)

<sup>20</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB704](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB704)

<sup>21</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240SB709](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240SB709)

<sup>22</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB631](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB631)

<sup>23</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB1167](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB1167)

<sup>24</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB1534](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB1534)

<sup>25</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240SB233](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240SB233)

resilience, and public good as the climate system rapidly deteriorates and we face the likelihood of more power outages.

Bidirectional charging will allow California to take better advantage of solar power now that California often generates more solar energy than we can use during summer months.<sup>26</sup> Currently, some of that excess renewable energy is used to charge large, grid-scale batteries. This battery storage then helps power the grid during peak-use hours — typically, weekday evenings between 5pm and 9pm. Even a small number of EV owners plugging-in their car during the day, when solar energy is at its zenith, and then using their EV battery to send power back to their homes or the grid in the evening, when solar energy wanes, will be essential to avoiding future blackouts.

Widespread use of bidirectional EVs for energy storage could eliminate the need for using fossil fuel peaker plants.<sup>27</sup> The California Energy Commission projects 8 million EVs will be on the road in California by 2030 with potential energy storage of 60 GW or more. California's highest ever system peak (to date) was 52 GW on September 6, 2022. With bidirectional EVs, California wouldn't need to power up polluting fossil fuel plants and dirty diesel generators to serve peak loads.

Vehicle to Grid systems would also lower energy costs for all Californians because it reduces the need to build out purpose-built stationary storage and transmission lines to accommodate growing demands on the grid. Bidirectional EVs can replace utility-scale power plants through participating in "virtual power plants" or VPPs.<sup>28</sup> This nimble, flexible grid system utilizes new digital software platforms that can aggregate thousands of devices, including EV batteries, into a virtual resource that provides the same services as a traditional power plant, with lower costs and fewer emissions.<sup>29 30</sup>

From a grid planning perspective, bidirectional EVs are less expensive than paying for new power plants. A study by the Electric Power Research Institute found that utilities and ratepayers could save \$1 billion a year with vehicle-to-grid technologies.<sup>31</sup> SB 233 will also "enable all electric vehicles to become renewable energy partners to the grid, rather than a strain upon it. This enables a continually expanding excess capacity to be utilized by the grid for peak energy demands."<sup>32</sup>

### **3. Expedite grid interconnection and reliability. Issue an executive order requiring the CPUC to create a market that values the multiple services of distributed**

---

<sup>26</sup><https://www.washingtonpost.com/us-policy/2022/09/21/california-is-awash-renewable-energy-except-when-its-most-needed/>

<sup>27</sup>[https://www.greencarreports.com/news/1138416\\_virtual-power-plants-of-gm-ford-evs-could-cut-peaker-pollution](https://www.greencarreports.com/news/1138416_virtual-power-plants-of-gm-ford-evs-could-cut-peaker-pollution)

<sup>28</sup> <https://rmi.org/insight/virtual-power-plants-real-benefits/>

<sup>29</sup> <https://www.energy.gov/lpo/articles/sector-spotlight-virtual-power-plants>

<sup>30</sup> <https://blog.auto-grid.com/how-vpps-reduce-both-costs-and-emission-in-meeting-peak-demands/>

<sup>31</sup> <https://eprijournal.com/vehicle-to-grid-1-billion-in-annual-grid-benefits/>

<sup>32</sup><https://www.microgridknowledge.com/distributed-energy/article/33008408/californias-bidirectional-charging-mandate-would-create-microgrids-on-wheels-turbocharge-resiliency>

**energy resources (DER) and microgrids, and include \$1 billion for microgrids and DERs in the climate bond proposal.**

Interconnection is a major impediment to getting renewable energy on the grid faster as we move to “electrify everything” but the utilities are overwhelmed with grid hardening and undergrounding lines, vegetation management, and workforce issues and are not making the progress needed. While AB 643 (Berman)<sup>33</sup> was held in the Assembly Appropriations Committee, its provisions included one key ingredient in accelerating interconnection: requiring the California Public Utilities Commission (CPUC) to impose penalties if investor-owned utilities fail to meet established interconnection timelines.

For the state to meet and exceed its goals for clean energy, reliability and affordability in the near future, relying on the IOUs alone is insufficient. To meet these goals, California should also build out decentralized energy solutions throughout the state that will increase reliability by improving local clean energy generation and distribution, and increase resilience all while reducing costs to customers. We urge you to issue an executive order in 2023 to promote the rapid development of microgrids and solar plus storage across the state. This order should also mandate the CPUC to establish a market that recognizes the various benefits these resources offer, encouraging immediate involvement from communities and developers. This would create thousands of jobs, increase reliability and resilience on the grid, and empower local communities and markets. Distributed energy resources (DER) also require interconnection, but smaller projects can interconnect in more places faster.

Two recent studies, The Brattle Report<sup>34</sup> and the Vibrant Clean Energy<sup>35</sup> Technical Report show that this approach would save California billions in energy costs. With climate change impacts rapidly worsening, IOU’s alone cannot move fast enough to achieve or exceed the SB 100 goals and address reliability needs while dramatically increasing clean energy resources on the grid. It is time to unleash additional distributed clean energy resources.

Another immediate step is for the Administration to support an additional \$1 billion dollars of funding for community microgrids and other distributed energy resources in your proposed climate bond. This would help redress the significant cuts made to the Self Generation Incentive Program in the budget this year-- cuts that primarily impact lower income households. Following is proposed language:

***Of the funds made available by Section 94500, one billion dollars (\$1,000,000,000) shall be available, upon appropriation by the Legislature, to the State Energy Resources Conservation and Development Commission for grants to support microgrids which are not supported by Section 91510 (a)(3), prioritizing projects in disadvantaged communities and low-to-moderate income communities.***

---

<sup>33</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB643](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB643)

<sup>34</sup> <https://www.brattle.com/real-reliability/#>

<sup>35</sup> [https://www.vibrantcleanenergy.com/wp-content/uploads/2020/12/WhyDERs\\_TR\\_Final.pdf](https://www.vibrantcleanenergy.com/wp-content/uploads/2020/12/WhyDERs_TR_Final.pdf)

Here are three related bills we recommend you support if still active or that you consider incorporating into new legislation or an executive order with accelerated timelines if held in committee:

- AB 50 (Wood) Bill credits for overdue interconnections (Active)<sup>36</sup>
- SB 420 (Becker) Electrical transmission facility projects<sup>37</sup> (Active)
- AB 643 (Berman) Solar and Storage interconnection timelines (Held- per above)<sup>38</sup>

#### **4. Develop a greenhouse gas reduction implementation roadmap with monitoring, targets, and regular review delivered by CARB by March 2024.**

A recent Legislative Analyst's Office (LAO) report found that CARB's 2022 Scoping Plan Update lacks a clear strategy for meeting the state's 2030 greenhouse gas emission reduction goals.<sup>39</sup> The LAO recommends that the Legislature require CARB to clarify its plan for achieving the 2030 goals and consider changes to the Cap-and-Trade program. Below is possible language for legislation or an executive order we urge you to champion (includes language originally prepared for SB 12 [Stern]):

*By March 1, 2024, the state board shall submit to the Legislature a Supplemental Emissions Reduction Report to accelerate state decarbonization efforts. The Supplemental Emissions Reduction Report shall be based upon the 2022 Scoping Plan for Achieving Carbon Neutrality and shall identify and make recommendations on all of the following:*

- 1. Identify direct emissions reduction measures by sector with annual objectives (milestones) necessary to achieve the state's current target of 40% below 1990 levels by 2030 and the 2022 Scoping Plan target of 48% below 1990 levels by 2030.*
- 2. Identify specific emissions reductions measures by sector with annual objectives necessary for the state to achieve both a 55% and 65% greenhouse gas emissions reductions goal by 2030.*
- 3. Identify the share of emissions reductions that can be met through strategies that directly reduce emissions of greenhouse gasses, as well as toxic and criteria air pollutants in disadvantaged communities, as defined in Health and Safety Code 39711, and how these reductions could be increased.*
- 4. Develop a plan to accelerate and scale up natural sequestration of existing atmospheric carbon dioxide through soil and habitat restoration along with management strategies, technical assistance needs and infrastructure required to reduce loss of carbon and increase carbon sinks in the state's natural and working lands.*
- 5. Identify the role of "high-road jobs" or a "skilled and trained workforce" in achieving carbon neutrality.*
- 6. Identify policy gaps and areas where additional rule making and legislation is needed in order to reach the state's reduction target.*

---

<sup>36</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB50](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB50)

<sup>37</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB420](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB420)

<sup>38</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB643](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB643)

<sup>39</sup> <https://lao.ca.gov/Publications/Report/4656>

*When adopting rules and regulations to achieve statewide greenhouse gas emissions limit pursuant to 38566, and any more ambitious emissions reductions goals, and to protect the state's most impacted, disadvantaged and overburdened communities, the state board shall:*

- 1. Require the Board to prioritize measures that will improve air or water quality in disadvantaged communities, with a clear definition on how to define those measures and how the Board would demonstrate "prioritization" moving forward.*
- 2. Prohibit policies or projects that increase air pollution and water pollution, especially in communities disproportionately burdened by pollution exposure.*
- 3. Require the additional share of emission reductions pursuant to 38566 be met through strategies that directly reduce both greenhouse gas and criteria air pollutants, including but not limited to those emissions caused by combustion.*

We also urge you to expedite the initiation of the Interagency Working Group called for in the 2022 Scoping Plan and ensure that the managed decline of refining capacity is included in their scope of work and that the agencies with the relevant expertise, CalEPA and the Natural Resources Agency, drive this process. A legislative strategy (trailer bill or gut/amend) would help to ensure that the managed decline of refining capacity is in the scope of the IWG and that CalEPA and Resources are leading in this area.

*Here are related bills we recommend you support if still active or that you consider incorporating with accelerated timelines into new legislation or an executive order if held in committee:*

- SB 253 (Wiener) Corporate Climate Data Accountability Act<sup>40</sup> (Active)
- SB 511 (Blakespear) Greenhouse gas emissions inventories<sup>41</sup> (Active)
- AB 9 (Muratsuchi) Market-based compliance mechanism for greenhouse gas accounting<sup>42</sup> (Held)

## **5. Assess and eliminate state tax breaks and expenditures that benefit oil and gas interests.**

Building on your leadership to end fossil fuel industry price gouging, we ask that you order the Franchise Tax Board and/or other appropriate state entities to review and report on all current tax breaks and expenditures specifically for the oil and gas industry as well as broader corporate tax expenditures that benefit, are used by and/or favor the oil and gas industry. These should be evaluated, the cost of these tax benefits calculated, and regulations put in place so these funds can be redirected as soon as possible to addressing the climate crisis while also protecting communities. Specific state subsidies that need to be quantified can be found in a letter that a coalition of environmental and environmental justice organizations sent to you in early June, including The Climate Center.<sup>43</sup> This is particularly urgent in the face of likely future state budget constraints.

---

<sup>40</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB253](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB253)

<sup>41</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB511](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB511)

<sup>42</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB9](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB9)

<sup>43</sup> <https://theclimatecenter.org/wp-content/uploads/2023/05/Updated-Oil-and-Gas-Industry-Subsidies-Letter.pdf>



Ending what in essence amounts to subsidies for the oil and gas industry is entirely consistent with the State's climate goals and could provide an important source of additional revenue for California's investments in climate change solutions. Ongoing savings associated with excluding the oil and gas industry from utilizing these tax expenditures (after calculating the benefit to Proposition 98) should be utilized to fund climate programs that were cut or delayed as part of the 2023-24 Budget Act. These changes could be reflected in the Administration's January budget proposal.

*Here is one related bill we recommend you consider accelerating by incorporating into new legislation or an executive order working with the author:*

- SB 252 (Gonzalez): Divesting from fossil fuels in the public retirement system<sup>44</sup> (Two-Year)

## **6. Fast-track the deployment of zero emission vehicles (ZEVs) — prioritizing public transit — ZEV infrastructure, heat pumps, and other transportation and building decarbonization enablers.**

Your administration has made significant progress on zero emission vehicles and building decarbonization but much more needs to be accomplished more equitably and faster. We urge you, through legislation and/or executive order, to establish bolder goals for near term deployment, leveraging new federal funds and climate bond funds to increase outreach to, and adoption of, decarbonization approaches to transportation and buildings by communities, local governments, businesses and individuals.

*Here are some related bills we recommend you support if still active or that you consider incorporating into new legislation or an executive order with accelerated timelines if held in committee:*

- SB 49 (Becker) Incentives for solar canopies and transportation strategic plan<sup>45</sup> (Active)
- SB 507 (Gonzalez) Electric vehicle charging station infrastructure assessments<sup>46</sup> (Two-Year Bill)
- SB 529 (Gonzalez) Shared electric vehicle sharing charging at multifamily housing<sup>47</sup> (Held)
- AB 593 (Haney) Carbon emission reduction strategy in the building sector<sup>48</sup> (Active)
- AB 1267 (Ting) Gasoline Superusers Incentives<sup>49</sup> (Held)

---

<sup>44</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB252](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB252)

<sup>45</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB49](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB49)

<sup>46</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB507](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB507)

<sup>47</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240SB529](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240SB529)

<sup>48</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB593](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB593)

<sup>49</sup> [https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill\\_id=202320240AB1267](https://leginfo.legislature.ca.gov/faces/billTextClient.xhtml?bill_id=202320240AB1267)

**7. Include \$75 million in your FY24 budget request to be allocated over five years for Resource Conservation Districts (RCD) and other nonprofit entities enabling technical support to private and public landowners for rapidly scaling up natural climate solutions.**

Partially funding RCD technical staff, as most other states in the country do, will help landowners and habitat managers to leverage local, state, federal and private funds for implementing climate-smart practices that reduce carbon soil loss, increase natural carbon sequestration, and increase co-benefits of healthy soils and habitats for enhanced resilience to growing extremes, water storage and quality, food production, clean air, biodiversity and recreation. We urge you to also increase investments in natural climate solutions including technical assistance, workforce development and infrastructure needs as well as the Healthy Soils Initiative and similar programs (that are currently oversubscribed), essential to achieving your 30x30 goals and scaling up other urgently needed climate resilience and biodiversity protection efforts.

*Here are two related bills we recommend you strongly support (and if they don't pass, that you consider adopting through an executive order and/or incorporating in a climate bond):*

- AB 45 (Boerner Horvath) Blue carbon demonstration projects<sup>50</sup> (Active)
- AB 408 (Wilson) The Climate-resilient Farms, Sustainable Healthy Food Access, and Farmworker Protection Bond Act of 2024<sup>51</sup> (Active)

## **CONCLUSION**

The rapid deterioration of the global climate system presents a unique opportunity for you to further establish yourself as a world-leading climate and justice champion by equitably accelerating California's response to this existential threat.

California, as the world's fifth-largest economy and second-largest state contributor to historic and ongoing U.S. climate pollution, has a significant responsibility to lead in this accelerated effort. 2045 is simply too late to secure net-zero emissions. You can lead on kicking "the recalcitrant fossil fuel industry to the curb and build a sustainable economy right now."<sup>52</sup>

Thank you for advancing your global climate leadership through updated legislation, executive orders and other avenues uniquely available to you to enact urgently needed, accelerated, equitable greenhouse gas reduction and clean energy policies that will inspire other states, our nation, and the world to secure a climate-safe future for all.

#####

Please contact Ellie Cohen ([ellie@theclimatecenter.org](mailto:ellie@theclimatecenter.org)),

---

<sup>50</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB45](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB45)

<sup>51</sup> [https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill\\_id=202320240AB408](https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202320240AB408)

<sup>52</sup> <https://www.latimes.com/opinion/story/2023-07-21/editorial-its-not-enough-to-be-frenemies-with-fossil-fuel-companies-we-have-to-kick-them-to-the-curb>

Barry Vesser ([barry@theclimatecenter.org](mailto:barry@theclimatecenter.org)) or Nicole Rivera ([nicole@theclimatecenter.org](mailto:nicole@theclimatecenter.org)) for more information.