



2006 California Global Warming Legislation

AB 32 (Pavley): Greenhouse Gas Emission Cap and Reporting. This bill would institute a cap on greenhouse gas emissions and require mandatory tracking and reporting of emissions. An enforceable cap will create the market signal needed to unleash our world-famous innovative entrepreneurs and enable the state to lead the clean energy technology revolution. *In Senate Environmental Quality*

SB 1368 (Perata): Greenhouse Gas Performance Standard. This bill sets a minimum greenhouse gas performance standard that will send a clear signal to the market to encourage innovation and further development of low-carbon electricity generation technologies. The new greenhouse gas performance standard would apply to any new long term financial commitments to electricity generation resources that serve California. It would be set at a level no higher than emissions from a new combined-cycle natural gas power plant, in order to protect California from the significant financial risks associated with investments in highly carbon-intensive generation and to contribute to meeting the state's greenhouse gas reduction targets. *Introduced 2/21*

SB 1250 (Perata): Cost-effective Energy Efficiency Programs and Renewable Energy Resources. This bill re-authorizes the California Energy Commission to invest the next five years worth of funds in renewable energy and research and development from the Public Goods Charge extension, enacted in 2000. *Introduced 2/8*

AB 2021 (Levine): Public utilities: energy efficiency. This bill would ensure that publicly-owned utilities maximize energy savings from cost-effective energy efficiency investments and contribute proportionately to the state's energy saving targets, in order to reduce air pollution, bolster the economy, help meet the state's greenhouse gas reduction targets, and provide affordable energy services to California residents and businesses. *Introduced 2/14*

AB 2791 (Ruskin, as proposed to be amended): California Clean Car Discount. This bill would establish a self-financing, market-based program to provide Californians with a "clean vehicle discount" on purchases of new motor vehicles that emit less global warming and smog pollution, while placing a one-time "emissions surcharge" on the purchase of new vehicles with the highest global warming and smog pollution emissions. Vehicles in the middle range will not be assigned any surcharge or discount. *Introduced 2/24*

California Ballot Initiative: "The Clean Alternative Energy Act" Slated for the November 2006 ballot, this measure would reduce our oil dependence, cut global warming pollution and improve air quality by creating a portfolio of clean fuels, clean-fuel vehicles and clean-fuel infrastructure that would cut California's annual petroleum needs in 2017 by 4 billion gallons (equivalent to about 25% of current consumption), with cumulative reductions over the next decade of 10 billion gallons. Funding would come from a modest extraction fee on oil from California lands. Every other major oil-producing state already collects such a fee. Consistent with Supreme Court precedent, the measure prohibits oil companies from passing the fee through to customers; in any case, given the nature of oil markets and the diversity of suppliers, prices to oil users would not be affected by these modest changes in California extraction costs. The initiative would raise \$4 billion over the next decade to promote commercialization of biofuels, efficient vehicles and technology research, without increasing energy costs to consumers or adding new demands on California's general fund. *Pending with the Secretary of State*