SLIDES: Potential Climate Change Impacts on California

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Assembly Member Fran Pavley will discuss efforts in California to reduce global warming pollution. She will provide information on her landmark bill, AB 1493, which requires automakers to reduce greenhouse gas emissions from cars and light trucks, and also talk about her current legislation, AB 32 (Núñez-Pavley) to require a statewide cap on greenhouse gases and mandatory reporting from large-scale emitters.
University of Colorado
June 8, 2006
Potential Climate Change Impacts on California

Climate Changes
- Temperature Increase
- Precipitation Patterns and Extremes
- Sea Level Rise

Health
- Air Quality - Respiratory Illness
- Weather-related Mortality
- Infectious and Tropical Diseases

Agriculture
- Crop Yields
- Irrigation Demands

Forests
- Forest Composition
- Geographic Range of Forests
- Forest Health and Productivity

Water Resources
- Water Supply
- Water Quality
- Competition for Water

Coastal Areas
- Erosion of Beaches
- Inundation of Coastal Wetlands
- Additional Costs to Protect Coastal Communities

Species and Natural Areas
- Loss of Habitat and Species

Source: Anne Grambsch, 1998
July 22, 2002

Governor Gray Davis signed AB 1493, directing the California Air Resources Board (CARB) to adopt regulations to achieve the “maximum feasible and cost effective reduction of greenhouse gases (GHG) from motor vehicles beginning with model year 2009”
AB 1493 -- The Regulations

- Requires carmakers to reduce GHG from their vehicle fleets by approximately 30% by 2016
- Developed two standards -
  - Cars and lightest trucks
  - Heavier vehicles
- Created near-term (2009-2012) and mid-term standards (2013-2016)
- CARB approximates cost for new cars to increase by $300
Under the Clean Air Act, other states can adopt California standards or Federal standards. The following states have/will adopt California’s “Clean Car” regulations.

- Connecticut
- Maine
- Massachusetts
- New Jersey
- New York
- Oregon
- Pennsylvania
- Rhode Island
- Vermont
- Washington
Lawsuit filed by domestic and foreign automobile companies in December 2005, claiming...

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<tr>
<th><strong>Clean Air Act</strong></th>
<th><strong>CAFE Standard</strong></th>
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<td>EPA has determined that congress did not authorize EPA to regulate CO2 or any other greenhouse gas under the Clean Air Act – “precludes” EPA granting a waiver of preemption.</td>
<td>CA’s global warming regulations are preempted by the federal CAFE in two ways. Because they are “related to: fuel economy, and they are inconsistent with NHTSA accomplishment of federal objectives.</td>
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Executive Order
S-3-05

On June 1, 2005, Governor Arnold Schwarzenegger issues executive order and says that the debate on climate change is over.

Further he said, "By working together we can meet the needs of both our economy and environment. Together we can continue California's environmental heritage and legacy of leadership in innovation in cutting-edge technology."
Targets

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce GHG emissions to 1990 levels
- By 2050, reduce GHG emissions to 80 percent below 1990 levels

Figure 8: The global climate of the 21st century will depend on natural changes and the response of the climate system to human activities.
Main Provisions

- Establishes a cap on greenhouse gas pollution – reducing emissions to 1990 levels by the year 2020, or 25% below forecasted levels

- Also requires the CARB to institute a mandatory emissions reporting and tracking system to monitor and enforce compliance with the cap
AB 32 (Nuñez-Pavley)

Additional Provisions

- Develop various compliance options and enforcement mechanisms, such as energy conservation programs and alternative fuels
- Cooperate with other state agencies to coordinate the state government’s global climate change programmatic activities
- Promote investment in the development and deployment of technologies that reduce emissions.
AB 32 (Nuñez-Pavley)

Why California?

- 12th largest emitter of global warming pollution in the world.
- When California takes action, the impact is felt around the country and the world.
- California can gain a competitive advantage in the clean energy market by acting first.
We’re in an Environmental and Economic Race

- Impacts of Global Warming are visible and accelerating
- California should seize the opportunity to become the home of clean technologies and alternative fuels
“This field of green tech could be the largest economic opportunity of the 21st Century.” Doerr said. “There’s never been a better time than now to start or accelerate a green-tech venture.”

Silicon Valley Venture Capitalist John Doerr
Los Angeles Times – April 11, 2006
What's driving green-tech investment?

- The rising cost of fuel
- Economic expansion of China, India and other Asian nations
- Growing concerns on global warming

AB 32 will send a strong signal to the market for clean technologies by adopting an enforceable cap.
What Else is California Doing?

- Renewable Portfolio Standards - 20%
- Million Solar Roofs
- AB 1007 -- Alternative Fuels
- Fuel Cell Partnership
- Local Government Actions
- Climate Action Team Report