

BILL: SB 32

**AUTHOR: SENATOR FRAN PAVLEY
(D-AGOURA HILLS)**

SUBJECT: GREENHOUSE GAS EMISSIONS

STATUS: ASSEMBLY- PENDING COMMITTEE REFERRAL

ACTION: SUPPORT

RECOMMENDATION

That the Board adopt a support position regarding SB 32.

ISSUE

The Senate Democratic Caucus has introduced a package of bills titled California Climate Leadership: Powering the New Economy. SB 32 is a component of that package.

SB 32 would:

- Require the California Air Resources Board (ARB) to approve statewide greenhouse gas emissions (ghg) emission limit of 80% below 1990 level of GHG emissions, to be achieved by 2050.
- Authorizes ARB to approve 2030 and 2040 interim GHG emission targets, consistent with the 2050 limit.
- Specifies that the 2050 limit remain in effect beyond 2020 and that the new limits be used to maintain and continue emissions reductions beyond 2050.
- Specifies legislatively the intent for the Legislature and state agencies, to adopt policies that ensure that the long-term emission reductions advance job growth, economic benefits public health, particularly in disadvantaged communities, technological innovation and regional and international collaboration to adopt similar GHG emission reduction policies.

DISCUSSION

A key part of the Senate package is SB 32 (Pavley) which would extend the state's basic greenhouse gas emissions programs and would set increased overall targets for that law. Existing law (AB 32, Nunez, Pavley) established the state's basic greenhouse gas emissions framework. That law requires the state to take various actions that would reduce emissions to 1990 levels by 2020. The state's cap and trade program is

authorized under this framework. SB 32 would require that the reductions to be achieved by 2020 continue beyond 2020 and would require that ghg's be reduced to a level 80% below 1990 levels by 2050.

By extending and expanding these programs, SB 32 would extend and expand the state's cap and trade program, the Low Carbon Fuel Standard and other programs. Many of these programs, in particular the cap and trade program, create opportunities to fund Metro's projects and programs. Extending and expanding these programs would further enable Metro to improve mobility and reduce ghg's in our county.

SB 32 would allow the state to continue to address climate change in California by extending the existing framework beyond 2020 and by increasing the levels by which ghg's would be reduced. As with SB 350, AB 32 does not create any new programs, rather it utilizes existing programs and increases the levels by which ghg's would need to be reduced.

Metro's projects and programs inherently reduce ghg's and are essential to the state's ability to reduce ghg's. Metro is currently engaged in the largest transit expansion program in the Country and this program will fundamentally transform Los Angeles County. Metro also operates the first all compressed natural gas bus fleet in the state and manages various other programs that both improve mobility options and reduce ghg's. SB 350 and SB 32 are consistent with and supportive of efforts at this agency, and, could help to create funding opportunities for our projects and programs. Staff therefore recommends that the Board adopt a support position on SB 32 and SB 350.

DETERMINATION OF SAFETY IMPACT

Staff have reviewed the bills for any impacts to safety and found that supporting this legislation would not impact safety at our agency.

FINANCIAL IMPACT

Staff have reviewed the bills for their financial impact to the agency and found that the measures could increase funding for our projects and programs.

ALTERNATIVES CONSIDERED

Staff considered an oppose or neutral position but this would be inconsistent with Metro's efforts to fund our projects and programs and reduce ghg's in our region.