

**Statement by Jim Wilgus, President & CEO
American Lung Association of California
Regarding the California Air Resources Board Proposed Scoping Plan to
Implement the Global Warming Solutions Act**

October 15, 2008

The American Lung Association of California applauds California's leadership in addressing global warming pollution and believes that the "Climate Change Proposed Scoping Plan" released today is a groundbreaking document that will move the state forward toward a healthier, carbon-free future. We are pleased that the plan released today includes positive changes from the earlier draft released last June. The measures in the plan are critical to not only reducing California's carbon footprint, but to providing urgently needed near term reductions in air pollutants such as smog, particulates and toxic air contaminants that plague communities across the state and cause illness and death. A public health analysis that accompanies the plan underscores the strong health benefits of the plan and estimates that approximately 400 premature deaths and 11,000 asthma and lower respiratory symptoms would be avoided through the recommended greenhouse gas reduction measures.

The American Lung Association of California commends the plan's grounding in regulatory measures and the inclusion of many positive elements, such as the target of achieving 33 percent of the state's power from renewable energy by 2020. At the same time, the American Lung Association of California calls on the state to ensure that the plan provides the highest level of public health protection by incorporating several strengthening changes, especially in the land use sector. Following are the key changes recommended by the American Lung Association of California:

- **Land Use** - Boost greenhouse gas emissions from the transportation and land use sectors by increasing the state land use target to at least 10 million metric tons, adopting state requirements to mitigate greenhouse gas emissions from developments (indirect source rules) and other key strategies. These changes are important to promote healthier communities and reduce driving through providing more transportation options such as walking, biking and public transit.
- **Community Benefits** - Establish strong community benefit provisions including a requirement to direct fees raised through cap and trade programs to community-level mitigation programs to reduce greenhouse gases and assist in adaptation efforts, especially in environmental justice areas.
- **Offsets** - Further limit use of offsets (emission reductions achieved from activities not otherwise regulated or included under an emissions cap) to avoid reduction of air quality and community benefits and preserve the incentive for California industries to use less carbon intensive technologies.
- **Public Health Review** - Establish a formal process for public health community input in the evaluation and implementation of greenhouse gas reduction strategies included in the scoping plan, including regulatory and market strategies.

The public health crisis in California caused by the state's dependence on polluting petroleum fuels requires us to move forward quickly with the strongest possible greenhouse gas reduction measures. With asthma at epidemic levels and thousands of premature deaths, hospitalizations and illnesses caused by air pollution each year, California must take strong action.

The American Lung Association appreciates the California Air Resources Board's effort to date on this groundbreaking state greenhouse gas plan and looks forward to continue working with the Board to ensure the plan is strong, health protective, and provides a solid framework for success in reaching the state's 2020 and 2050 goals.

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Contact:

Autumn Bernstein (530) 544-1092

Roxanna Smith (415) 453-0430

California's Global Warming Plan Sets New Direction for Smart Growth

CARB raises the bar for land use – but not high enough, say advocates

Sacramento -- California has upped the ante in its efforts to reduce global warming pollution using smart growth strategies, but the move falls short of what's needed to rein in sprawling development. Today the California Air Resources Board (CARB) unveiled its final recommendations for reducing greenhouse gas emissions under AB32 (the Global Warming Solutions Act), including policies that would cut emissions from new development by an estimated 5 million metric tons (MMT) by the year 2020. While recognizing the state's progress on advancing smart growth – a previous draft of the plan called for just 2 MMT in reductions from the land use sector – advocates, academics, local government leaders and smart growth builders are lining up to say a more ambitious goal is needed.

“Growing smarter and increasing public transportation will not only fight global warming, it will also reduce traffic, improve community health, save energy, and help grow our local economy,” said Jake Mackenzie, Mayor of Rohnert Park and Vice-Chair of Government Relations for the Local Government Commission. “But we’ll reap the rewards only if we set a high bar.”

“The success of our historic climate law as well as community-based efforts to grow smarter depends on strong leadership from the state,” said Autumn Bernstein, the Director of [ClimatePlan](#), a coalition of non-profit advocacy groups including the Local Government Commission, Greenbelt Alliance, American Farmland Trust, the Transportation and Land Use Coalition, and NRDC. “Californians don’t want to spend their days in grinding commutes, so CARB should set a goal of at least 10 MMT and send a clear signal that new communities should be walkable, affordable, and have great transportation choices.”

Academics are also lining up in support of a more ambitious approach. A [new analysis by Dr. Reid Ewing](#) of the University of Maryland finds that an 11MMT to 14MMT reduction in the land use sector by 2020 would be feasible and advisable.

“For California to curb its greenhouse gas emissions, the state needs to give people options to drive less. Research shows that one of the best ways to accomplish that goal is to build communities where people can do more without having to drive more,” said Dr. Ewing, a nationally-renowned smart growth expert.

Current growth patterns put the state on a path that will result in a 50-70 percent increase in driving over the next 30 years. Such an increase in driving would cancel out the emissions benefits of improved fuel economy and low carbon fuels. On the other hand, Ewing’s analysis finds that building more housing close to jobs, coupled with an increase in the rate of transit service, would cut CO2 emissions by 11-14 MMT a year.

Smart growth builders and economists call the movement away from sprawl growth an economic imperative, saying that the last thing consumers are in the market for right now are houses that force them into long, expensive commutes. [Another new study](#) by Stanford University's Jim Sweeney finds that smart growth strategies would be a net economic positive for California's economy, and could help speed the recovery of California's housing market.

“Builders who ignore the market realities by continuing to build big McMansions out in the middle of nowhere do so at their own peril,” said John Anderson with New Urban Builders in Chico.

“Consumers want walkable, well-designed homes near transit and jobs,” said David Mogavero, an architect and builder in Sacramento who specializes in green, smart growth housing. “But without strong leadership from CARB, it will be difficult for builders to meet that demand. The deck is stacked in favor of sprawl, and its up to CARB to change that.”

Advocates point to SB375 – a landmark smart growth bill recently signed into law by the Governor – as evidence that land use planning should be a top priority for California's efforts to combat global warming. SB 375 would reward regions for building walkable, transit-friendly communities. Advocates say CARB's new plan does recognize and support SB 375, but they remain concerned that its success could be undermined by the low 5 MMT estimate.

They also point to two key missed opportunities in CARB’s new recommendations: (1) the state fails to prioritize public transit funding, and (2) it fails to employ an indirect source rule. The indirect source rule, already in effect in the San Joaquin Valley for air pollution, is a proven policy tool that helps developers and planners calculate the global warming pollution impact of their projects. Those developers can then make changes to their plan to reduce their carbon footprint.

Both the Sweeney and Ewing studies are available for download at www.climateplan.org/newsroom.html

The California Air Resources Board will vote to accept or reject the just released recommendations at a special two-day meeting on December 11-12, 2008.

Final AB 32 Scoping Plan Contains Key Improvements, Law Cosponsor Says

Balance of market-based mechanisms and regulations will ensure environmental and economic benefits

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Derek Walker, (415) 980-0939-c, dbwalker@edf.org

Jesus Mena, (415) 948-4220-c, jmena@edf.org

(Sunnyvale, CA – October 14, 2008) The California Air Resources Board's (CARB) revised final scoping plan for implementing the Global Warming Solutions Act (AB 32) contains important improvements from the original plan, according to Environmental Defense Fund. The final plan incorporates feedback received from a diverse group of stakeholders since the first draft was released in June. CARB is scheduled to vote on the final plan during their December 10-11 board meeting in Sacramento.

"California's leadership on global warming will usher in a new wave of entrepreneurial innovation and be the economic engine that will drive greater prosperity in the state," said Derek Walker, director of the California Climate Initiative at Environmental Defense Fund, which cosponsored AB 32. "The final scoping plan lays the groundwork for California's transformation to a low-carbon economy through robust policies and an increased emphasis on green job creation and green job training."

The final plan recommends several new actions that will put California on a path to reduce our emissions by 30% by 2020, as required by AB 32. Important new measures include: reducing leakage of harmful air conditioning and refrigeration gases, expanding commercial recycling programs, and establishing greenhouse gas reduction targets for local governments. The plan reinforces the vital role of energy efficiency, the development of cleaner fuels, and the swift transition to renewable power, features that will save businesses and consumers money, create jobs, and unleash innovations in clean technology, according to Walker.

CARB has also put increased focus on the importance of placing workers into green jobs, a category estimated to grow by more than 100,000 new jobs by 2020. Last month, Environmental Defense Fund released a [Green Jobs Guidebook for California](#), which identifies and profiles hundreds of high paying jobs available to low and middle income workers throughout the state.

"The final AB32 scoping plan recognizes that training workers and connecting them to available positions will be key to creating a thriving green economy," added Walker.

The final scoping plan appears at a pivotal moment for California, the nation and the world. Governor Schwarzenegger recently announced he will convene a Global Climate Summit in California in November, and global warming has been a major issue in the U.S. presidential campaign.

"The era of inertia and inaction is over," said Walker. "AB 32 has already prompted several other U.S. states to put mandatory caps on global warming pollution. Now California's robust scoping plan can be a model and a catalyst for national action."

The promise of a clean energy economy is also very appealing to the residents of California. A recent poll commissioned by the non-partisan nonprofit research organization Next 10 and conducted by Fairbanks, Maslin, Maullin & Associates shows nearly three out of four voters (73 percent) support state energy policies to reduce global warming pollution. Despite the weak economy, nearly six out of 10 voters (58 percent) support these energy policies even if they result in higher prices.

Although the final scoping plan is scheduled for approval in December, major decisions will still need to be made about how different policies are designed. Walker pointed to several areas where substantial work remains, particularly in the design of a robust and effective cap-and-trade program and the enactment of proven land use and transportation policies, including indirect source rules and congestion pricing.

"As Americans get set to elect a new President, global warming is at the top of the national agenda," concluded Walker. "Implementing AB 32 successfully is critical to getting strong national climate policy enacted."

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About Environmental Defense Fund

A leading national nonprofit organization, Environmental Defense Fund represents more than 500,000 members. Since 1967, Environmental Defense Fund has linked science, economics, law and innovative private-sector partnerships to create breakthrough solutions to the most serious environmental problems. For more information, visit www.edf.org.

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CONTACTS: Craig Noble at 415-875-6100 (office) or 415-9601-8235 (mobile)

California Climate Plan is “Irreversible Momentum” in Fight Against Global Warming, Says NRDC

Global Warming Solutions Called Economic Stimulus Plan to Create Jobs and Growth

Statement of Audrey Chang, NRDC California Climate Program Director

SACRAMENTO, Calif. (October 15, 2008) – The California Air Resources Board today released its final proposed “scoping plan” to implement the state’s landmark Global Warming Solutions Act, which requires the state to reduce its global warming pollution to 1990 levels by 2020. The next step is public review and comment at the full board hearings in November and December. Today’s action shows California is making steady progress toward solving the world’s most pressing environmental problem by building a clean energy economy, according to the Natural Resources Defense Council (NRDC).

Following is a statement by Audrey Chang, NRDC California Climate Program Director

“The plan released today by the California Air Resources Board shows irreversible momentum in the fight against global warming. This is more than a pollution reduction plan; it’s an economic stimulus plan. It’s more important than ever during these uncertain times to make investments in clean energy solutions that will stimulate innovation, new businesses and job creation.

“Not only is California making progress, so are other states. In the last month, eight states (including California) and four Canadian provinces released their plans to create a regional cap and trade system as part of the Western Climate Initiative, and six Northeastern states held their first auction to cut heat-trapping pollution from power plants as part of the Regional Greenhouse Gas Initiative.

“California is ahead of the curve, putting forward a comprehensive, binding statewide plan that uses a mix of policy tools to curb global warming throughout all sectors of our economy – from the industrial sector to the land use sector and more. With the recent enactment of SB 375 CARB now has a new tool to reduce emissions in the land use sector, and we urge the full board to strengthen the plan by increasing the reductions that can be achieved in this sector. We simply can’t afford another 10 years of business as usual land use planning.

“This growing wave of state and regional action shows there is no looking back. Further action at the national level is necessary and inevitable: the era of dirty fossil fuels is drawing to a close. The clean energy economy is right around the corner. Not only will energy efficiency and clean renewable energy protect our planet and the health and safety of billions of people – not to mention ecosystems and wildlife – they will launch new jobs, businesses and prosperity here at home in California and around the world. Once again, California is leading the way.”

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The Natural Resources Defense Council is a national, nonprofit organization of scientists, lawyers and environmental specialists dedicated to protecting public health and the environment. Founded in 1970, NRDC has 1.2 million members and online activists nationwide, served from offices in New York, Washington, Chicago, Los Angeles, San Francisco and Beijing. Visit us www.nrdc.org

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CONTACT: Aaron Huertas, 202-331-5458

CALIFORNIA AIR BOARD SETS NATIONAL EXAMPLE WITH AMBITIOUS AND ECONOMICALLY BENEFICIAL GLOBAL WARMING PLAN, SAYS SCIENCE GROUP

PROPOSED PLAN STILL FALLS SHORT ON CAP-AND-TRADE SYSTEM

BERKELEY (October 15, 2008) - The Union of Concerned Scientists (UCS) today gave high marks to the California Air Resources Board's (CARB) near-final implementation plan for the state's landmark global-warming-pollution-reduction law, but said its cap-and-trade provisions were still deficient.

"The plan is a huge step forward," said Erin Rogers, climate strategy manager in UCS's California office. "It will help California build a stronger, cleaner economy that will create jobs, insulate us from oil price spikes, and cut the pollution that causes global warming. But the plan still stumbles when it comes to establishing a viable cap-and-trade system, which is a key component of any responsible strategy."

CARB's plan, which relies predominately on direct regulations for the electricity and transportation sectors to reach the state's 2020 emission reduction goal, sets a standard for other states and the federal government in most areas. It will have implications for federal policymakers, the Western Climate Initiative (WCI) cap-and-trade system, the upcoming vote on Proposition 7, as well as potential changes to the states car and truck fleet.

The plan would achieve 80 percent of its emissions reductions through policies directed at specific polluting industries and 20 percent through the WCI regional cap-and-trade program, which is where UCS has identified some problems.

CARB will vote on adopting the plan before the end of the year. The plan has been two years in the making and recent changes follow three months of public hearings and meetings across the state.

OVER-RELIANCE ON OFFSETS UNDERCUTS CAP-AND-TRADE PROGRAM

CARB's plan says it seeks to participate in the WCI, a partnership among seven states and four Canadian provinces to reduce global warming pollution through an economywide cap that will utilize a cap-and-trade system and other policy approaches. The WCI released its minimum requirements for participants just a few weeks ago.

"CARB's plan appropriately recognizes that cap-and-trade is not a silver bullet," said UCS Climate Economist Chris Busch. "CARB is reducing pollution in the most cost-effective way. It starts with strong policies that do most of the work by targeting specific reductions in highly polluting sectors and then uses a market-based cap-and-trade system to produce additional cuts."

One area where CARB's plan falls short is its embrace of offsets, he said, which are credits that polluters in capped sectors can buy based on estimated reductions made by offset providers in uncapped sectors. In this way, offsets substitute for cuts that could have been made directly by polluters in the electricity, industrial, and transportation sectors that cap-and-trade directly addresses. Both CARB and WCI would allow approximately half of the required pollution reductions under a cap-and-trade system to occur through offsets.

However, CARB's plan does more than the WCI's minimum offset limit requires. WCI allows states to use offsets for as much as 49 percent of reductions over the lifetime of the program without rules on when polluters can use offsets. Under that approach, polluters could rely entirely on offsets in the early years of the program, which could allow polluters in capped sectors to delay making their own emission reductions until later years, in some cases not until 2018. In contrast, California has decided it will limit the use of offsets to 49 percent during each three-year round of reductions under WCI. In that way, California will guarantee real reductions in sectors covered by a cap-and-trade system throughout the program's earlier years.

"CARB should go further than the minimum standards agreed to in the WCI process. The plan should limit offsets to a small fraction of reductions instead of up to 49 percent," Busch said. He pointed out that an economic analysis by CARB and the University of California Berkeley found that a strong set of climate policies

including a cap-and-trade system without any reliance on offsets would boost the economy. "We should be fully capitalizing on the innovative energy and capacity in California to create new clean technologies that can help reduce global warming pollution here and around the world instead of outsourcing the effort through offsets," he said.

(For more on offsets go to: www.climatechoices.org/ca/solutions/solutions_limiting-offsets.html.)

AUCTIONING

The WCI leaves states and provinces to decide how many pollution permits under a cap-and-trade system it would auction or give away to polluters for free. The WCI set a minimum of 10 percent auctioning at the start of the program, increasing to 25 percent in 2020. CARB's draft implementation plan says that achieving 100 percent auctioning is a "worthwhile goal."

"Auctioning pollution allowances is the simplest, most fair and effective choice," Busch said. "It's unfortunate that CARB's implementation plan doesn't commit to 100 percent auctioning, even without a specific timeframe. Polluting industries should receive a clear signal that this is the direction the system is headed."

Busch noted that all of the Northeastern and Mid-Atlantic states involved in the Regional Greenhouse Gas Initiative (RGGI) decided to auction nearly or fully 100 percent of their allowances, even though a much lower minimum was set earlier in the RGGI process. He said auctioning allowances raises money that can be used to benefit consumers and invest in clean energy and other green investments. Just two weeks ago, the RGGI states raised \$38.6 million in the first U.S. auction for global warming pollution permits.

"Giving away pollution permits for free," Busch said, "would generate windfall profits for polluters and enrich out-of-state corporate shareholders at the expense of Californians."

PROPOSITION 7 THREATENS PLAN'S RENEWABLE ENERGY PROVISIONS

CARB's plan firmly establishes its commitment to requiring a third of the state's electricity to come from clean, renewable sources of energy, such as wind and solar energy. The plan suggests that CARB will work with the state Legislature and the governor in 2009 to pass legislation increasing the state's renewable portfolio standard to 33 percent by 2020 and expanding the law to include municipally owned utilities. This approach, along with strengthened energy-efficiency and green-building standards, would put the state firmly on an aggressive path toward a carbon-free energy future, USC said.

The Proposition 7 ballot measure, meanwhile, could delay new renewable energy development in California, according to UCS experts. The proposition has lofty goals, but opponents -- including renewable energy entrepreneurs, environmental and science groups, labor organizations and electric utilities -- object to what they view as flawed language in the proposition that would make it easier for utilities to avoid complying with the law and create confusion in the permitting and siting of new renewable energy transmission lines. They also point out that the proposition's language would make it extremely difficult for lawmakers to address its deficiencies. It would require a two-thirds vote in the Legislature to change any of its provisions.

"If Proposition 7 passes, it would stall progress on creating more renewable electricity in the state," said Dan Kalb, UCS's California policy coordinator. "The CARB global warming action plan is more evidence that Californians who care about renewable energy should reject Prop 7 and pressure the Legislature to act."

(For more about the benefits of boosting the state's renewable electricity standard, go to: www.ucsusa.org/clean_energy/solutions/renewable_energy_solutions/california-res.html. For a backgrounder on why Proposition 7 would threaten renewable energy development, go to: www.ucsusa.org/clean_energy/solutions/renewable_energy_solutions/no-on-CA-prop-7.html.)

TAILPIPE EMISSIONS FROM CARS AND TRUCKS

CARB's plan includes a commitment to strengthen California's landmark global warming standards for cars and trucks. Thirteen other states have adopted them, but they have not been able to implement the standards because of automakers lawsuits and the Environmental Protection Agency's refusal to grant California a waiver under the Clean Air Act. It is the first time that the EPA has ever denied California such a waiver.

CARB's plan recommends that the state evaluate and possibly implement a "feebates" program, a system of one-time rebates and surcharges on new passenger cars and light trucks based on the amount of global warming pollution they emit. A feebates program could complement California's tailpipe standards if both were implemented. According to a University of Michigan study, implementing a clean car discount program would deliver an additional 21 percent reduction in global warming pollution beyond the tailpipe standards.

"A feebate program would make cleaner cars more affordable for everyone," said Spencer Quong, a UCS senior vehicles engineer. "Cleaner cars cost less to operate, so people would save money on gas with this program, too. This is groundbreaking policy that would give automakers an added incentive to produce cleaner vehicles."

More than 1.5 million new vehicles are sold in California each year, representing about 10 percent of the new vehicle market in the United States and more than a quarter of California's global warming pollution comes from cars, according to UCS.

(For more on feebates, go to: www.ucsusa.org/assets/documents/clean_vehicles/cccd-3-6-06.pdf)

In addition, the CARB plan includes policies to reduce emissions from heavy-duty trucks with hybrid engine technology and other efficiency improvements. Like many of CARB's proposals, the heavy-duty truck provisions could improve public health by reducing smog-forming pollution. CARB's first action to address global warming pollution from heavy-duty trucks is scheduled to occur at the December 11 board hearing, when it will take up a measure to reduce emissions from tractor-trailers operating in the state.

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Formed in 1969, the Union of Concerned Scientists is the leading science-based nonprofit organization working for a healthy environment and a safer world. Headquartered in Cambridge, Massachusetts, UCS also has offices in Berkeley, Chicago and Washington, D.C. For more information, go to www.ucsusa.org.

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Contacts:

Drew Bush, 202/429-7441, drew_bush@twso.org

Stanley Van Velsor, 415/398-1111, stan_vanvelsor@twso.org

David Moulton, 202-429-2681, david_moulton@twso.org

Wilderness Society Commends California's Leadership on Global Warming
California Air Resources Board Plan Initiates "Herculean" Effort

(San Francisco, CA)—*Statement by Wilderness Society Campaign Coordinator Stanley Van Velsor on the California Air Resources Board's (CARB) release of their final AB 32 Scoping Plan to reduce California's greenhouse gas emissions:*

"The Wilderness Society applauds California's efforts to move toward a more secure economic future by leading the way in promoting new growth and jobs through the use of limitless, clean energy that reduces, and does not exacerbate, the overheating of the planet from global warming. The health of our communities and the viability of our natural resources depend on this important path-breaking initiative.

"Most importantly, we support the California Air Resources Board's goal of requiring polluters to purchase 100 percent of their carbon allowances through auction within a cap-and-trade program. However, we are disappointed that the plan does not establish a clear timeline for achieving this goal. Auctioning the allowances, instead of giving them to polluters for free, encourages innovation and prevents a windfall for polluters that has tainted other cap-and-trade proposals. It also provides the mechanism for funding land and wildlife protection strategies needed for natural ecosystems to adjust to the unavoidable impacts of global warming. Without auctions, industry will have the resources to prepare for the changes caused by global warming but the public, and our public lands, will not. We urge the Air Resources Board to ensure that nearly all allowances will be auctioned.

"We also commend the Air Resources Board for recognizing the important role that forests play in the carbon balance both as a significant source of emissions, and with proper management, a place to store potentially huge amounts of carbon. The ability of our forested lands to remove excess heat-trapping gases from our atmosphere remains a little-understood but increasingly critical component of any strategy to curb global warming. Recognizing the large amount of carbon that forests can contribute through wise management highlights the urgent need to prevent deforestation. Old-growth forests, for example, store significant quantities of carbon, sequestering up to three times the carbon of forests harvested and replanted.

"The Air Resources Board also deserves praise for striving to maintain the current level of stored carbon by preventing the loss of California's forestland into the future. However, we share the concern of many observers that the carbon storage target for forested land under the AB 32 plan is too modest. California's forestlands have the biological capacity to store significantly more carbon than the current level and could provide greater emissions reductions if the forest sector target included more than just maintaining the current forest carbon stores. We are also concerned that too much reliance is being placed on the use of forest offsets rather than simply managing forests for their carbon storage potential. Forest offsets carry with them a high level of uncertainty because forests are variable across the landscape, contain so much of their carbon in hard-to-measure forms, and will respond in unpredictable ways to climate changes.

“Lastly, we are concerned that the plan does not adequately address forest ecosystem adaptation. If we hope to maintain healthy forest ecosystems that continue to provide carbon sequestration benefits and not become a source of carbon emissions, CARB should work to improve the adaptation capacity of natural systems in the face of global warming.”

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The Wilderness Society's mission is to protect wilderness and inspire Americans to care for our wild places.

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Contact
Vanessa Martin, 916-402-2810
The Nature Conservancy in California
Kim Delfino, 916-313-5800, Defenders of Wildlife
Dan Taylor, 916-719-2666, California Audubon

Top Environmental Groups: California's Climate Plan is on the Right Track

Strategy poised to generate real climate and economic benefits

SACRAMENTO, CA – A coalition of key conservation organizations in California – Audubon California, The Nature Conservancy and Defenders of Wildlife – commends the California Air Resources Board for its completion of the AB 32 Climate Change Scoping Plan. In this plan, California demonstrates the essential role nature and finance play in a comprehensive solution for climate change. The coalition has been an active stakeholder in the creation of the scoping plan, recommending a strong role for forest conservation and carbon offset programs—both within California and abroad. The coalition is also working with the state to develop legislation for climate change adaptation to ensure wildlife and ecosystems survive the impacts of climate change.

“This is the next important step in a critical process that will continue with a final decision by the full Air Board in December,” said Mike Sweeney, director for the Nature Conservancy in California. “While many details still need to be resolved, this plan is a strong construct that will put California on the path of meeting its reduction targets with significant, positive impacts on California’s environment and economy.”

The coalition has continually urged the Air Resources Board to capitalize on the unique role that nature-based solutions play in solving climate change. Because deforestation, tropical deforestation in particular, produces as much as one-fourth of the world’s Greenhouse Gas (GHG) emissions, the coalition stressed that any meaningful solution to climate change must reduce emissions from forest loss. “We congratulate the board for responding to this need and including a role for forest carbon offsets from both domestic and international projects,” said Michelle Passero, Senior Climate Policy Advisor at The Nature Conservancy

“California must look both within and outside its borders to produce lasting, global results against climate change. Emissions reduced via a project in Brazil has the same positive effect on the Earth’s atmosphere as reductions in Los Angeles,” said Dan Taylor, political director for California Audubon. “In addition to being an effective tool for addressing climate change, the protection and expansion of forests and other natural resources through offset programs provide other critical environmental, economic, and social benefits. In some of the world’s poorest and most challenged countries, nature-based offset programs could result in the protection of threatened wildlife, restoration of degraded lands and watersheds, clean water and improved agricultural productivity.”

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The coalition also advocated for an auction to distribute the permits to emit carbon and continues to urge the state to establish a 100% auction of those allowances as quickly as possible. Once the scoping plan is adopted by the state, the coalition will advise the state to focus on the impacts climate change will have on California’s land and waters.

“Strong leadership is needed for the next step – helping to safeguard wildlife from the threats of global warming,” added Kim Delfino, California director of Defenders of Wildlife. “While California has undoubtedly led the charge to reduce carbon emissions worldwide, we must also develop strategies to help people and nature persevere amidst the unavoidable impacts of global warming like warmer temperatures, drought, increased frequency and intensity of forest fires and depleted habitats.”

“Recent studies show that by 2050, sea level is predicted to rise by one foot and 30 percent of all species, including California’s Joshua tree and desert tortoise, will be at a high risk of extinction. Prior planning to manage these impacts is a vital importance. We will continue to be actively involved in the development of the final plan in November and beyond to ensure that the role of nature is properly addressed,” added Passero.

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The Nature Conservancy is a leading conservation organization working around the world to protect ecologically important lands and waters for nature and people. To date, the Conservancy and its more than one million members have been responsible for the protection of more than 18 million acres in the United States and have helped preserve more than 117 million acres in Latin America, the Caribbean, Asia and the Pacific. Visit The Nature Conservancy on the Web at www.nature.org/.

Defenders of Wildlife is dedicated to the protection of all native animals and plants in their natural communities. With more than 1 million members and activists, Defenders of Wildlife is a leading advocate for innovative solutions to safeguard our wildlife heritage for generations to come. For more information, visit www.defenders.org.

Audubon California is building a better future for California by bringing people together to appreciate, enjoy and protect our spectacular outdoor treasures. With more than 50,000 members in California and an affiliated 49 local Audubon chapters, Audubon California is a field program of the National Audubon Society.