climate 100
A project by NextGen Policy

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Progress Towards Climate 100: The $54 Billion California Climate Commitment

Summary

California lawmakers closed out a historic session for climate policy in August, 2022. Foremost among this year's accomplishments is the enactment of a budget committing $54 billion to addressing both the causes and the impacts of the climate crisis over a five year period. On a per-year, per-capita basis, this level of funding exceeds the laudable and widely celebrated investments in the federal Inflation Reduction Act by a ratio of nearly three to one.

This unprecedented climate funding is predicated in large part on the fact that the state had a record-breaking budget surplus available. In future years, we are unlikely to be so fortunate. In order to make good on our commitments to climate action in California, we will need to utilize every tool available to us, including mobilizing every part of government to ensure that we make tackling the climate crisis part of the day to day business of running the state.

This Issue Brief summarizes the contents of the climate budget in the context of other major climate policies enacted in 2022. This Brief also assesses the budget against the approach to budgeting that we put forward in our April Issue Brief, From Luxury to Necessity, which calls for building climate action into every government agency's core mission and budget, utilizing a broad range of available funding sources in the budget, and locking in ongoing spending that will not need to be reauthorized year after year.

We find that, in the present funding environment, the commitment reflected in this year's climate budget appropriately goes big on climate spending from the available surplus, but that significant opportunities for progress exist in coming years to adopt a truly transformative approach to budgeting. We are calling for the state to adopt a robust funding plan that ensures California's climate funding remains stable and grows even as economic conditions vary from year to year. This funding plan would require that climate spending be incorporated in all aspects of the budget, increase the availability of ongoing funding streams for climate programs, diversify sources of climate funding in the budget, and be prepared to rapidly scale up one-time investments in years with a budget surplus.

By adopting the principles offered here, California and other jurisdictions can set themselves apart as members of the vanguard in efforts to address the climate crisis. Ultimately, this crisis will demand that all parts of our society mobilize in response to hardships that are the unavoidable consequence of a severely impaired climate.

DEFINITIONS OF KEY BUDGET TERMS

State expenditures or spending require authorization through legislation: The Annual Budget Act "appropriates" funds, which means it provides the authority for the state to expend those funds for specific purposes.

Appropriations can be "ongoing" or "one-time" in nature. An ongoing appropriation is self-renewing each year without the need for new authorization. One-time appropriations authorize spending for only a limited period of time, and they can be scheduled in two ways: the spending can be authorized in one fiscal year or scheduled out over several fiscal years. One-time funds generally cannot be appropriated for more than three fiscal years.

Appropriations may also be subject to "trigger" language that will either "trigger on" or "trigger off" based upon certain things happening–most commonly the condition of state revenue.

Budget Acts will also sometimes specify their "intent" for future funding. This language is not legally binding but it may be the product of a budget deal between the Legislature and the Governor to remind all parties of the previous year's discussion when they debate the next fiscal year Budget Act.

Lastly each spending authorization has a limitation which is known as an "encumbrance and liquidation" period. According to the Department of Finance, "The encumbrance period is the amount of time available to make a commitment for goods or services from the dollars available in an appropriation." Generally, unless specified in statute the encumbrance period is one year. Until appropriated funds are encumbered, there is still a chance the funding could disappear.

The $54 billion Climate Commitment includes $47.3 billion in appropriated funds, and $6.5 billion in intended funds.

By acting swiftly now to shift our approach to considering the climate towards the mainstream of all aspects of government operations and budgeting, leaders can use the rapidly shrinking window of opportunity available to us to limit those harms and accelerate solutions that will help to increase prosperity and equity.

The Budget in Context: A Historic Year For Climate

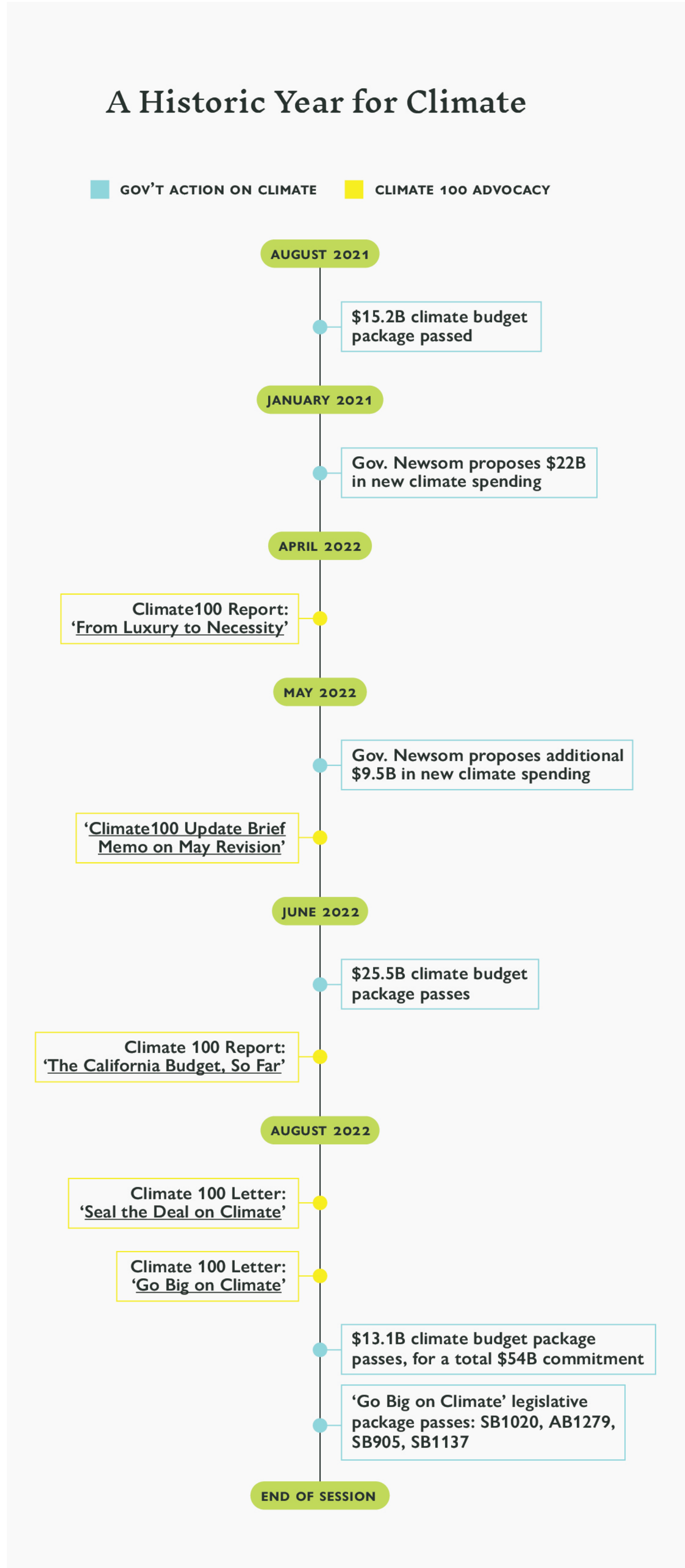
TRACING THE GROWTH OF THE CLIMATE PACKAGE

At the start of 2022, California's historic $54 billion investment in climate was anything but certain. The 2021 August session had concluded with the state's largest-ever climate budget – over $15 billion – and a promise to do more upon the legislature's return. The governor's office exploded those expectations early on in the year, calling for the legislature to commit another $22 billion in climate spending in its January proposed budget for a combined climate budget of $37 billion over five years. Shortly thereafter, NextGen Policy began a comprehensive advocacy campaign to support the expansion and enactment of this budget.

The Governor's May Revision to the proposed budget met this challenge in part, adding an additional $9.5 billion in climate funds to the proposed package, bringing the proposed total climate budget to $47 billion, which would have tripled the amount already approved in 2021.

The state Senate offered an alternative vision in response to the May Revision that identified $18 billion in new climate funding, which partially overlapped with the Governor's proposals. By the end of June session, elements of these proposals and emergent needs and opportunities were combined to produce an agreement among the Senate, Assembly, and Governor's Administration to enact roughly $39 billion in climate spending in addition to the $15 billion authorized through legislation enacted in 2021, nearly doubling the already-historic level of additional new investment the Governor proposed in January for a combined budgetary commitment of $54 billion for climate.

Of the $39 billion taken up in 2022, the legislature appropriated $25.5 billion in June, leaving just over $13



billion to be negotiated before the end of the legislative session on August 31st. Of that $13 billion, $6.6 billion was ultimately appropriated, with the remaining approximately $6.5 billion identified in legislative intent language for appropriation in a future budget.

AN ACTION-PACKED AUGUST

Entering July 2022, the California Legislature – on Summer recess at that time with an agreement in place to enact a globally significant five-year, $54 billion climate budget – was poised to offer a powerful counterpoint to federal politics upon its return in August. At that time, it appeared that negotiations in the U.S. Senate had failed, and that the U.S. would not enact the major climate spending components of President Biden's Build Back Better Act.

But, to the surprise of nearly all not directly involved in the negotiations, Senators Schumer and Manchin announced in July that an agreement had been reached, and the Federal Government authorized $369 in new climate spending over a ten-year period in the Inflation Reduction Act. Coupled with the climate investments in the Infrastructure Jobs Act and the CHIPS Act (which contains significant climate spending focused primarily on technological research and development), the federal government's annual climate spending suddenly jumped to nearly $80 billion per year for the next ten years. Of that $80 billion, a per capita share for California would represent over $9 billion per year of additional climate investment in addition to the $54 billion over five years the state has committed to.

THE FIVE PILLARS

In early August, Governor Newsom urged the legislature to move swiftly to pass a suite of policies that would increase the pace and ambition of California's progress on climate. These included:

- *Codifying rules (then currently in a draft regulation) that would require 3200-foot health and safety buffer zones around new oil and gas drilling sites. Advocates and community groups have been pushing for a policy like this for many years, and legislators had repeatedly attempted but failed to pass it. Ultimately, though, an even more protective set of rules were enacted through SB 1137 (Gonzalez).*

- *Accelerating the state's progress towards 100% clean electricity by setting interim targets of 90% by 2035 and 95% by 2040 on the road to 100% by 2045. This policy, along with additional requirements for the state to purchase 100% clean electricity by 2035, was passed in SB 1020 (Laird).* *For more, see Box : New State Clean Spending Commitments on page 7.*

- *Establishing a framework for carbon capture, utilization, and storage (CCUS) in California that would be protective of communities and prioritize carbon sequestration on natural and working lands. SB 905 (Caballero) and SB 1314 (Limón) create a set of rules for carbon capture projects that includes a ban on injecting captured carbon into the ground to produce more oil and a moratorium on carbon dioxide pipelines pending completion of a federal health and safety rulemaking. AB 1757 (C. Garcia) requires state agencies to set nature-based carbon removal targets and standards in coming years.*

- *Codifying California's goal of achieving carbon neutrality by 2045. AB 1279 (Muratsuchi) sets this goal into law, and adds the additional safeguard that the state must achieve at minimum an 85% greenhouse gas emissions reduction as part of meeting this goal. The Governor has also called for the state to achieve a goal of removing and permanently storing 100 million tons of carbon dioxide per year by 2045. If we meet this goal and the 85% reduction goal, California will reach net zero emissions before 2045 and achieve nearly 9% net negative emissions by that date.*

- *Increasing the ambition of our current target of reducing emissions to 40% below 1990 levels by 2030 by setting a new target of 55% by 2030. AB 2133 (Quirk) would have enacted this target, and succeeded in passing the Senate, but fell four votes short in the Assembly. The Governor has vowed to continue to pursue this policy going forward.*

With these significant federal tailwinds, and with the support of the investments from its own budget, California seized the opportunity to push its own climate ambitions still further. In addition to negotiating the remaining $13.1 billion of the climate budget, the Legislature and the Administration worked to quickly pass an ambitious new raft of climate policies in the final month of the two-year legislative session. (See Box: The 5 Pillars)

Meanwhile, the California Air Resources Board, under its authority to implement the federal Clean Air Act, issued a regulation that will require 100% of cars sold in the state to be Zero Emission Vehicles by 2035. The Air Resources Board has also, at the Governor's direction and based on feedback from Environmental and Environmental Justice organizations, agreed to adopt revisions to its draft greenhouse gas reduction Scoping Plan that reflect significantly accelerated adoption of clean energy and carbon-reducing strategies. According to a letter from the Air Resources Board, these changes, if achieved, would result in the state achieving more than 50% greenhouse gas reductions by 2030 compared to 1990 levels, far surpassing the 40% reduction required under current law.

Combined, California's climate budget, new federal investments, and new policy adopted through legislation and regulation make the Summer of 2022 perhaps the most significant time period for climate policy the state has seen, with national and global implications.

The $54 Billion

BREAKING DOWN THE CLIMATE BUDGET

California's state agencies can do a lot with $54 billion. This package directs funds to key climate programs that will accelerate the transition to a clean energy future and help Californians adapt to the climate impacts that are already being felt.

Over $9 billion is being spent to bolster California's electricity system with funding both for clean energy sources and necessary supporting infrastructure such as transmission lines and battery storage and, more controversially, for a range of other electricity generation that the state says is needed in order to ensure system reliability in coming years in the face of more extreme heat and increased electricity demands and outage risk from climate-related disasters. This funding includes $1 billion for costs associated with the potential delay in closing Diablo Canyon nuclear power plant, and over $3 billion for a strategic electricity reliability reserve that may support power plants and smaller generators that run on fossil fuels in the event of grid emergencies.

The statewide heat wave at the beginning of this September, 2022 demonstrated the efficacy of the state's recent clean energy deployment strategy. Despite record-breaking high temperatures that lasted for days, California was able to avoid rolling blackouts like those that have taken place in previous years and in other jurisdictions during extreme weather emergencies. The clean electricity investments in this year's budget will continue the strategy that led to this success, hopefully reducing the need for emergency actions and fossil fuel backup generation even further as the state moves closer to 100% clean electricity.

How the $54 Billion Climate Commitment Stacks Up

Keeping the lights on during heat waves is critical, but so is addressing the broader set of needs that arise from extreme temperatures and other climate emergencies. This budget invests over $8 billion in building more resilient communities and adapting California's infrastructure to an accelerating climate crisis. Specific investments include over half a billion dollars for mitigating extreme temperatures and heat islands via urban forestry, green schoolyards, and other community-based initiatives. It also means $800 million to scale up emissions monitoring and community air protection systems and over $1.1 billion funding a new equitable building decarbonization program, to get harmful pollutants out of our neighborhoods. There are $300 million in funds to adapt infrastructure to sea level rise and $15 million for a program to weatherize low-income households. Nearly $1.2 billion are going towards building and preserving more sustainable, affordable housing, as well as $195 million in funding for a new community resilience centers program that will bolster local capacity and resources in emergencies and day-to-day.

HOUSING AND CLIMATE

General Fund investments in affordable housing in the 2022-23 budget that align clearly with the state's efforts to combat climate change include substantial one-time investments for:

- *Adaptive reuse projects to convert existing commercial or office space into affordable housing, prioritizing projects located in infill and low-VMT areas ($410 million General Fund over two years).*
- *Infill infrastructure grants to support the development of affordable housing in infill areas ($425 million General Fund over two years).*
- *Affordable housing development projects involving adaptive reuse of state excess lands sites ($100 million General Fund over two years).*

Although it is difficult to estimate with any precision, some additional share of the remaining multi-year General Fund investments in housing and homelessness programs included in the 2022-23 budget are also likely to advance state climate goals by supporting dense, transit-accessible, and energy efficient housing development. More work remains to be done to make sure that a much larger share of future state housing investments are similarly aligned.

The Air Resources Board has indicated that, despite an unbroken history of California failing to achieve significant reductions in car dependency, its new Scoping Plan update will presume that we reduce Vehicle Miles Traveled by 25% by 2030. Additional alignment on housing policy will help to achieve this goal, but the current pace of policy does not match this level of ambition. AB 2097 (Friedman) would eliminate the ability of local governments to set minimum levels of parking for certain new housing developments. This policy is a baby step in the right direction. But, not all of the climate-aligned housing investments in the 2022-23 are designated as part of the $54 billion climate budget, and, despite making major investments in transit infrastructure, transit operations did not receive any additional funding in the climate budget. These omissions underscore the need for policymakers to more broadly consider how all parts of the state budget interact with climate priorities.

The budget also mounts a massive $10 billion investment in zero-emissions vehicles, which have become a cornerstone of California's – and the country's – decarbonization strategy. With this sum of money, the state is once again asserting itself as a leader in the clean vehicle space by not only pioneering the technology required for bringing the electric vehicle industry to scale, but also advancing the policy needed to make sure that everyone enjoys the benefits of EVs. This budget dedicates $1.5 billion to electric school buses - enough for each school district in the state to buy an electric bus. It also provides $256 million in funding for the Clean Cars for All program and other transportation equity initiatives, which, combined with the EV tax credits included in the federal Inflation Reduction Act and the State's goal of 100% EV sales by 2035, could supercharge the EV and used EV markets.

But a transition to electric vehicles, no matter how rapid, will not solve the climate crisis alone. For California to meet its emissions targets, there will need to be a significant shift in how people get around – which includes promoting better public transit options and making active transportation more accessible. The $54 billion climate commitment includes over $10 billion in sustainable transportation infrastructure investments. Of that amount, over $4 billion is going towards high speed rail, funded via Prop 1A bond funds. Other notable investments include over a billion dollars for active transportation infrastructure, $200 million in transportation climate adaptation planning grants, and $150 million in matching funds for the federal Highways to Boulevards program included in the IIJA. This infrastructure will help establish a baseline for the huge vehicle-miles-traveled reductions that are needed to meet the targets set by the state. Unfortunately, though, the budget does not address the need many transportation agencies face for funding to support operations in order to maintain service levels for California's most poorest and transit-dependent residents. Supporting a robust recovery of transit operations should be a high priority for policymakers looking to reduce transportation emissions, congestion, and costs going forward.

NEW STATE CLEAN SPENDING COMMITMENTS – SB 1020 AND SB 1203

The State of California is itself a major consumer, and its choices regarding what electricity it buys, how its buildings are powered, what types of materials go into our buildings, roads, and bridges, and what vehicles are in state fleets can help to send strong market signals and influence the trajectory of our overall greenhouse gas emissions impact. A fully climate-aligned budget will take these factors into account when the state makes these spending decisions, and two bills passed by the legislature will, if signed, help to speed this process along.

SB 1020 (Laird), which the Governor supported as one of his Five Pillars, will, among its other provisions, require that state operations be powered by 100% clean energy by 2035 – ten years sooner than the state as a whole.

SB 1203 (Becker), goes a step further by requiring that state agencies aim to achieve net-zero emissions of greenhouse gases resulting from their operations no later than January 1, 2035, or as soon as feasible thereafter. While SB 1203 does not set a binding date for state operations to achieve zero emissions across the board, setting a goal of 2035 and requiring procedural steps to ensure agencies are working towards this goal will spur agencies to evaluate the climate impacts of their maintenance and capital outlay expenditures in each year's budget cycle. Together, these two bills will help California move rapidly towards a fully climate-aligned budget.

Lastly, the largest segment of funding in this 5-year budget package goes to management of California's water systems and its natural and working lands, with over $14 billion dedicated to the state's water, forests, wildlife, and agricultural lands. More than $7.3 billion of that total is dedicated to protecting and improving the state's water resources in the face of historic drought and threats to water quality. The remaining sum goes to a wider variety of programs, from conservancies employing nature-based solutions, to wildfire management and response, to smart agriculture and forestry. These investments will help California mitigate and endure drought, fires, and biodiversity loss, while reducing and even sequestering emissions.

WHERE THE FUNDING COMES FROM

The climate budget is funded from several sources. Roughly $30 billion of the total package is appropriated from the State General Fund, and another $2.7 billion is coming from the Greenhouse Gas Reduction Fund, which is funded by the state's greenhouse gas cap and trade auction proceeds. Prop 1A bond funds and Proposition 98 funds (constitutionally guaranteed funding for K-12 and community colleges) each make singular contributions - high speed rail and the electric school buses initiative respectively. Several billion dollars more is coming from other special funds – dedicated funding sources that can only be used for particular purposes – including over $1.5 billion from the Community Economic Resilience Fund (CERF) created in 2021 to address economic impacts caused by the COVID-19 pandemic.

The remainder, $6.5 billion, is reflected in legislative "intent" language, meaning it has not yet been appropriated but that the Governor and Legislators have agreed as part of this year's budget negotiations to include this funding in a subsequent Budget Act or Acts. In this sense, of the $54 billion climate commitment, just over $47 billion has been appropriated – on par with the amount proposed in the Governor's May Revision – and $6.5 billion has been committed to, but will require new legislation in order to fully enact. That remaining funding includes $2.4 billion of the $10 billion ZEV package, approximately $2 billion associated with electricity reliability and the delay in closing the Diablo Canyon nuclear power plant, and the remaining $2 billion divided among various conservancies, watershed climate resilience programs, parks, and climate adaptation programs.

FUNDING SOURCE	GENERAL FUND	GGRF	OTHER SPECIAL FUNDS	PROP 1A	PROP 98	SOURCE TBD	GRAND TOTAL
TOTAL IN MILLIONS	$34,872M	$2,723M	$3,748M	$4,400M	$1,500M	$6,504M	$53,747M

Progress Towards A 100% Climate-Aligned Budget

California's $54 billion climate commitment is a major achievement and an important step towards treating the climate crisis with the long-term urgency that it deserves and requires. Nevertheless, we have a long way to go before our state budget fully reflects a true all-of-government commitment to incorporating the realities of climate change and the need to reduce emissions. As we wrote in From Luxury to Necessity, a fully climate-aligned budget "will require that policy makers:

1. Integrate as much climate activity into existing and/or new ongoing funding streams as possible, rather than continuing to rely on one-time funds;

2. Build climate investments into core government services annually and accelerate these investments during times of budget surplus; and

3. Seize the opportunity to leverage the ongoing activities of each department into the struggle to prevent the worst effects of climate change."

In the context of a large surplus, from a fiscal perspective, it makes sense that 95% of the discretionary spending is one-time. But the funding in the $54 billion climate commitment is virtually all one-time, remains heavily concentrated in a few departments, and only scratches the surface of exploring funding sources beyond the General Fund surplus, the Greenhouse Gas Reduction Fund, and existing bond authorizations.

The multi-year climate spending plan represents exponential growth in the State's commitment to combating climate change. Buoyed by a surplus in State revenues, climate and resources spending represents one of the largest discretionary spending categories in the enacted Budget. Of the estimated $70.2 billion in major discretionary spending, roughly half has been programmed for climate programs and infrastructure.

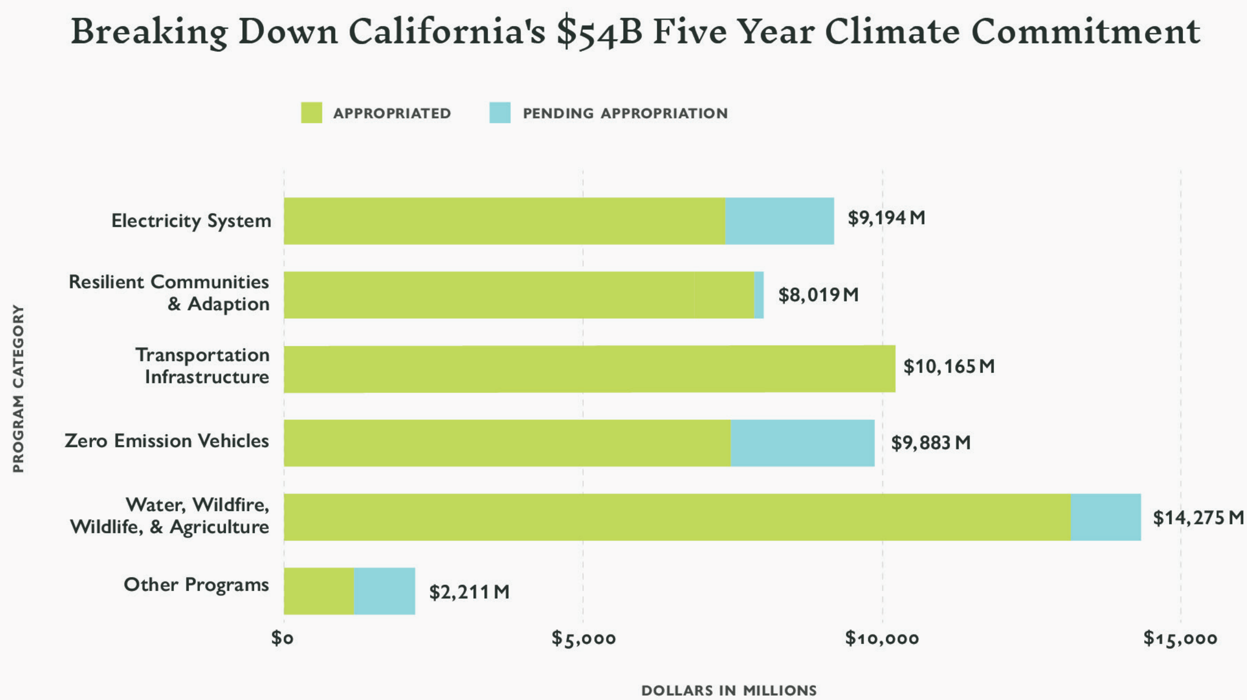
A robust climate financing plan for California would have several key components:

- When the State experiences big upswings in revenue (which inevitably will occur) policymakers should go big on climate spending.

- Climate funding should have diversity including a variety of funding sources (special funds and the State General Fund) and a mix of both ongoing (for programs) and one-time (for infrastructure) spending.

- The State needs to infuse climate into the DNA of all spending, including proposed new spending and baseline spending across all agencies and departments.

The 2022-23 Budget is $303 billion which is greater than the expenditures of some countries. With or without a surplus, California annually spends billions on baseline services across government agencies and departments.



As the State contemplates both new spending (capital projects or programs) and baseline spending–climate must be front and center. As part of the State Budget process, each State entity must submit a Budget Change Proposal (BCP) outlining their request and rationale for new spending. BCPs are formal documents used by the Governor to determine if a proposal should be included in the Proposed Budget. If the BCP is included in the Proposed Budget it is shared with the Legislature as part of budget negotiations.

FEDERAL CLIMATE INVESTMENTS VS CALIFORNIA CLIMATE BUDGET

On a per year, per capita basis, California's $54 billion climate commitment is roughly 20% larger than the combined federal investment through the IRA, IIJA, and CHIPS Acts and 2.7 times more than the IRA alone. Because the California climate budget is significantly front-loaded, with funding heavily concentrated in the first few years, the actual ratio of California investment to federal investment may be significantly higher, particularly in 2023 and 2024. In subsequent years, though, absent significant new investments from California, federal investment may become higher than California's contribution.

By combining smart management of any state budget surpluses with aligning the rest of our budget with our climate goals, California can maintain and expand its leadership while leveraging this federal funding, which, in turn, can help to build momentum for continuing to increase ambition in other states and at the federal level.

Going forward, BCPs should include a section for departments and agencies to explain how their proposed funding would mitigate or prevent climate change. EO N-19-19 provides direction to State Agencies and Departments on how to ensure our internal State operations further the State's leadership in climate change. Incorporating climate into the front end of the budget process helps infuse climate into state funding decision-making now and going forward. As part of EO-N-19-19, the Governor's Office of Planning and Research (OPR) convened a technical advisory committee to help State agencies meet the goals of the Executive Order. The guidebook developed as part of this work can help guide the new BCP process.

Departments and Agencies should not only identify areas of improvement in their future operations but existing operations, too. The State should not be investing billions in projects and/or programs that are ill equipped to address climate change or that further climate degradation.

The Path Forward

By any measure, this has been a historic year for climate action in California, and the state's $54 billion climate commitment in the budget is a major component of that success. But, as this report has illustrated, in future years we have the chance to take a truly transformative approach to state budgeting that will leverage the full might of California's administrative apparatus to bring climate action out of the margins and make it a core component of every part of what our government does.

First, advocates and policy makers must continue to work diligently to ensure that the remaining $6.5 billion in climate funding not yet appropriated in this year's budget acts is appropriated and encumbered as soon as possible in 2023, and supplemented by additional new climate investments that are still sorely needed. Only then will California's $54 billion climate commitment truly become a $54 billion climate budget.

Second, the Governor's Office should direct all agencies submitting budget requests for his January 2023 budget proposal to include an assessment of how any budget changes or new capital outlays can contribute to achieving our state's climate goals and protect Californians from extreme weather and other climate impacts.

Third, the Governor should put forward a robust climate financing plan like the one we propose in this report that addresses how we will continue to accelerate action on climate in California, regardless of whether we have a large surplus or a budget deficit.

ZERO-EMISSION SCHOOL BUSES VS CLEAN SCHOOLS

The climate budget commits $1.5 billion for California schools to accelerate the transition to zero-emission school buses. This amount of funding could pay for 100% of the cost of at least one zero emission bus, and the requisite charging infrastructure for every school district in California. The school bus budget, unlike most of the climate budget, comes from Prop 98 funds, rather than the general fund, and represents a smart investment of education dollars that will save money for schools, improve students' and school employees' health, and contribute to meeting the state's climate goals.

Conversely, though, the state has also committed $6.5 billion, mostly from the General Fund, to support construction and upgrades to school facilities. We called for the state to require that this funding be spent according to a master plan for climate-smart schools that would ensure school facilities are run on clean energy and can serve as safe havens to their communities in the midst of extreme heat, smoke, and other climate disasters.

There is an urgent need to consider climate in planning school facilities. This September, school playgrounds, which lack adequate tree cover and are largely surfaced in asphalt, reached extremely unsafe temperatures for students and school staff. And while the final budget allocated $20 million to provide upgrades to some schools' HVAC systems and $150 million for green schoolyards, this level of funding is simply not enough. Aligning school facility funding with the climate realities our state faces, at no additional expense to taxpayers (and indeed creating long-term savings), could have increased the climate budget from $54 billion to nearly $60 billion.

NextGen Policy will work to ensure climate funding alignment can be achieved through the implementation of this spending and in future school facility capital outlays.

Fourth, policy makers at all levels should evaluate existing major spending categories and spending authorized this year to determine if better climate alignment is possible. For example, the transportation infrastructure budget includes $1.2 billion for upgrades at California's ports. If this budget goes to expand reliance on diesel-powered equipment or other heavily polluting practices, it will work against our state's climate goals and result in increased long-term costs. Similarly, the State Transportation Agencies should evaluate not only new infrastructure proposals, but proposals approved in previous years to determine if revisions are appropriate. The billions approved for school facilities, and agency budgets across the board are ripe with opportunities to correct past injustices and avoid future mistakes by taking a moment now to establish a spending plan that fully considers the climate context of these expenditures.

Every part of California's government has the opportunity to participate in climate leadership. Hospitals and health facilities can participate in federal efforts to reduce pollution impacts of the healthcare sector and can hire and train first responders, mental health practitioners, and care and support staff trained in how to respond to increasingly common climate-related disasters. State detention facilities should ensure that incarcerated people and staff have adequate access to air conditioning, ventilation, and air filtration to protect them from exposure to extreme heat and wildfire smoke. Every department can consider its policies to consider how to reduce fossil fuel dependence for commutes and operations, ensure staff are adequately supported in the event of climate disasters and extreme weather, and align programmatic choices with the realities of climate change.

California's leaders have the opportunity to seize this moment of unprecedented climate action to spur a quantum leap forward in addressing the climate crisis. We are on the cusp of finally moving beyond the practice of treating climate action as a luxury. Now is the moment to fully integrate it into every responsible budget as the necessity it is.

Visit www.climate100.nextgenpolicy.org to learn more.