

Even though California is already home to the nation's highest gas prices, Mike Levin supports a bill which could raise California's gas prices by nearly one dollar per gallon and a bill that could increase the cost of Californian's electricity.

## BACKUP:

### California has the highest gas prices in the nation:

- **California has the highest gas prices in the nation.** "California is once again at the top of the charts, leading the nation in... wait for it... gas and diesel prices. AAA reports today's national average of \$5.014 per gallon – California comes in at a cool \$6.436 per gallon for Regular, and nearly \$7.00 per gallon for Diesel. California's prices greatly top the national averages: The average for a gallon of regular gas in California is \$6.436 per gallon, and a gallon of diesel is \$6.991." (Katy Grimes, "California Tops Nation's Highest Gas Prices at \$6.43 Per Gallon," [The California Globe](#), 06/13/22)
- **As of July 18, 2022, California has the highest gas prices in the nation, and a state gas tax hike increased prices by about 3 cents per gallon.** "California has consistently reported the highest average gas prices, clocking in at \$5.90 as of Monday, according to AAA. A state gas tax hike took effect on July 1, increasing prices by roughly 3 cents per gallon." (Zach Schonfeld, "Here are the highest and lowest gas prices in the US today," [The Hill](#), 07/18/22)

### California's gas tax increased to 53.9 cents per gallon, or by nearly 6%, starting on July 1<sup>st</sup>, 2022:

Editor's Note:  $5.48\% = ((53.9-51.1)/(51.1))*100$

- **California's gas tax is scheduled to increase on July 1<sup>st</sup>, 2022.** "California's gas tax is scheduled to increase on July 1 after legislative leaders rejected Gov. Gavin Newsom's proposal to suspend the hike to help drivers cope with sky-high prices at the pump." (Dustin Gardiner, "California's gas tax will increase on July 1. Here's how much it will cost," [San Francisco Chronicle](#), 05/02/22)
- **Drivers will pay about 3 cents more per gallon when the inflationary increase takes effect, increasing from 51.1 cents per gallon to 53.9 cents per gallon.** "Drivers will now pay about 3 cents more per gallon when the inflationary increase takes effect, with the tax rate slated to increase from 51.1 cents per gallon to 53.9 cents per gallon." (Dustin Gardiner, "California's gas tax will increase on July 1. Here's how much it will cost," [San Francisco Chronicle](#), 05/02/22)
- **HEADLINE:** "California's gas tax will increase on July 1. Here's how much it will cost."

POLITICS

## California's gas tax will increase on July 1. Here's how much it will cost

(Dustin Gardiner, "California's gas tax will increase on July 1. Here's how much it will cost," [San Francisco Chronicle](#), 05/02/22)

### Mike Levin co-sponsored H.R. 2307, the Energy Innovation and Carbon Dividend Act of 2021:

*Editor's Note:* There have been [no votes](#) on the bill during the 117<sup>th</sup> Congress as of May 2022.

- In April 2021, Levin co-sponsored H.R. 2307, the Energy Innovation and Carbon Dividend Act of 2021. (Cosponsors, [H.R. 2307](#), Introduced 04/01/21)
  - In March 2019, Levin co-sponsored H.R. 2307, the Energy Innovation and Carbon Dividend Act of 2021. (Cosponsors, [H.R. 2307](#), Introduced 03/27/19)
    - *Editor's Note:* The bill was [introduced](#) in 2019 and [reintroduced](#) in 2021. Ted Deutch, the lead sponsor of the bill, referred to the 2019 Columbia University study in his 2021 [press release](#) reintroducing the bill.

**Mike Levin co-sponsored a federal carbon tax and dividend bill, which could raise gas prices by nearly \$1 per gallon by 2030:**

- Levin co-sponsored a federal carbon tax and dividend bill. “Both Levin and Porter co-sponsored a federal carbon tax and dividend bill last Congress.” (Susan Crabtree, “Analysis: Gas Prices Spell Trouble for Green Dems,” [RealClearPolitics](#), 05/20/22)
  - Ted Deutch, a Florida Democrat, authored the carbon tax and dividend bill which attracted some 85 Democratic co-sponsors. “Rep. Ted Deutch, a Florida Democrat, authored the carbon tax and dividend bill and introduced it last year and previously in 2019. Even though it never left committee consideration, the bill attracted some 85 Democratic co-sponsors, including Pennsylvania Democratic Rep. Matt Cartwright, one of Republicans’ top targets in the Northeast.” (Susan Crabtree, “Analysis: Gas Prices Spell Trouble for Green Dems,” [RealClearPolitics](#), 05/20/22)
  - Levin’s spokesman defended his boss’s support for the bill with gas prices so high and cited a 2019 Columbia University report that said revenues generated by any fee would be returned to the taxpayers. “When RealClearPolitics asked whether Levin still backs that measure with gas prices so high, Levin spokesman Eric Mee defended his boss’s support for the bill. He cited a 2019 Columbia University report that said ‘revenues generated by any fee would be returned to the taxpayers, particularly low and middle-income earners.’” (Susan Crabtree, “Analysis: Gas Prices Spell Trouble for Green Dems,” [RealClearPolitics](#), 05/20/22)
- HEADLINE: “Analysis: Gas Prices Spell Trouble for Green Dems.”

## **Analysis: Gas Prices Spell Trouble for Green Dems**

By [Susan Crabtree](#) - RCP Staff

(Susan Crabtree, “Analysis: Gas Prices Spell Trouble for Green Dems,” [RealClearPolitics](#), 05/20/22)

**The 2019 Columbia University report cited by Levin’s spokesman also said that the carbon tax and dividend bill would raise gas prices by as much as 90 cents per gallon by 2030, exporting California’s policies and prices nationwide:**

- The 2019 Columbia University report cited by Levin’s spokesman also said that the carbon tax and dividend bill would raise gas prices by as much as 90 cents per gallon by 2030, exporting California’s policies and prices nationwide. “But the same Columbia University report also said the carbon tax and dividend bill would

raise gas prices by as much as 90 cents per gallon by 2030, exporting California's policies and prices nationwide, and that was before gas prices skyrocketed this year. Of all the fossil fuels, the measure would have the most significant impact on the coal industry, leading to an 81% reduction in coal production by 2030 compared to current policy, according to the same study." (Susan Crabtree, "Analysis: Gas Prices Spell Trouble for Green Dems," [RealClearPolitics](#), 05/20/22)

### Levin has advocated for cap-and-trade policies at the state and federal level:

- **On his campaign website, Levin said we must continue to explore cap-and-trade policies at the state and federal level.** "We must also continue to explore cap-and-trade policies to reduce emissions, which have been proven to be largely effective when implemented in California and at the federal level." (Priorities, [Mike Levin for Congress](#), Archived 6/20/17)
- **In a November 2011 op-ed, Levin said cap-and-trade was a positive development for Orange County clean-tech entrepreneurs.** "The implementation of cap-and-trade is a positive development for the hundreds of Orange County clean-tech entrepreneurs who are growing companies and creating jobs." (Mike Levin op-ed, "Reader Rebuttal (Mike Levin): Cap-and-trade," [The Orange County Register](#), 11/15/11)
  - **Levin said cap-and-trade helps promote an economic engine for California and the Orange County region.** "Whether you believe climate change is a real threat, cap and trade helps promote an economic engine for California and the Orange County region, and it insulates our economy from the volatility of world oil markets." (Mike Levin, "Reader Rebuttal (Mike Levin): Cap-and-trade," [The Orange County Register](#), 11/15/11)

### Mike Levin rebutted criticism of California Assembly Bill 32, which would implement cap-and-trade programs in California:

- **Levin rebutted criticism of California Assembly Bill 32, which implemented cap-and-trade programs in California, by highlighting the legislation's benefits.** "AB32's suite of programs, including cap and trade, are already helping California's businesses to adopt innovative practices to save money by increasing efficiency and cutting waste. New auction revenue through emissions trading will be invested in energy efficiency and clean energy production, helping communities and businesses in Orange County and throughout California. The bottom line: Using market forces to reduce emissions is sound public policy. If we want a cleaner, healthier and more-prosperous California, we should not hold on with all our might to the pollution and dirty energy of the past." (Mike Levin, "Reader Rebuttal (Levin & Ryan): California's cap-and-trade program," [The Orange County Register](#), 5/13/13)

### California's cap-and-trade program has resulted in increased gasoline prices, hindered the state's economy, and may lead to increased electric bills:

- **California's cap-and-trade program increased gasoline prices by about \$0.15 per gallon.** "It starts at the corner gas station. California's cap-and-trade program requires fuel wholesalers, along with other big industrial firms, to purchase emissions allowances in order to generate carbon. In addition, fuel producers – from giant oil refiners to ethanol manufacturers – must purchase a separate type of credits to comply with the state's 'low

carbon fuel standard,' which penalizes companies that spew lots of carbon during the production process. Those costs get passed along to motorists. The total impact is about 15 cents a gallon, according to figures compiled by UC Berkeley energy economist Severin Borenstein." (Dale Kasler, "What price are Californians paying to fight climate change?," [The Sacramento Bee](#), 6/8/17)

- **California's cap-and-trade program also increased costs for businesses by requiring them to spend money on carbon allowances, hindering the California economy, according to the Hoover Institution.** "The expenses go beyond gas and diesel. Food processors, cement manufacturers and others that are required to participate in the cap-and-trade market have spent more than \$5 billion on carbon allowances since the program began in 2012, according to Air Resources Board data. Carl of the Hoover Institution said the requirements placed on businesses have created 'substantial dead weight' on the California economy." (Dale Kasler, "What price are Californians paying to fight climate change?," [The Sacramento Bee](#), 6/8/17)
- **Californians, who were already paying nearly 50 percent above the national average on electricity, were likely to have to pay some premium on their power bills due to the cap-and-trade program.** "Californians also will likely pay some premium on their power bills to fight carbon. Electric utilities must adhere to the state's 'renewable portfolio standard,' which requires them to generate one-third of their power with solar and other renewable sources by 2020. Half of their power must come from renewables by 2030. Solar and wind power costs have declined significantly in recent years, but the price of traditional gas-fired electricity has dropped even further because of plunging natural gas prices, Borenstein said. So Californians are also paying more for electricity, although he couldn't put a figure on it. 'It's definitely more expensive than if we had just stuck with coal and gas,' Borenstein said. Californians pay an average of 15.42 cents per kilowatt hour of electricity, nearly 50 percent above the national average, according to the U.S. Department of Energy." (Dale Kasler, "What price are Californians paying to fight climate change?," [The Sacramento Bee](#), 6/8/17)