

BOARD MEETING DATE: November 1, 2019

AGENDA NO. 22

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, October 11, 2019. The following is a summary of the meeting.

RECOMMENDED ACTION:
Receive and file.

Judith Mitchell, Chair
Legislative Committee

DJA:LTO:PFC:jns

Committee Members

Present: Mayor Judith Mitchell/Chair (videoconference)
Council Member Joe Buscaino/Vice Chair (videoconference)
Dr. William A. Burke (videoconference)
Senator Vanessa Delgado (Ret.) (videoconference)
Supervisor Janice Rutherford (videoconference)
Supervisor V. Manuel Perez (videoconference)

Call to Order

Chair Mitchell called the meeting to order at 9:01 a.m.

DISCUSSION ITEMS:

1. Update on Federal Legislative Issues

South Coast AQMD's federal legislative consultants (Carmen Group, Cassidy & Associates, and Kadesh & Associates,) each provided a written report on various key Washington, D.C. issues.

Mr. Gary Hoitsma of Carmen Group reported that the recent South Coast AQMD Business Roundtable held in Washington, D.C. was well received by the participants including trucking representatives and trade organizations. The discussion at the roundtable focused on the Cleaner Trucks Initiative to seek a lower NOx standard for heavy-duty trucks. The Cleaner Trucks Initiative rule is not likely to come until next year or possibly after the November elections.

Council Member Buscaino expressed concern regarding non-attainment issues and the Administration's recent letter regarding rescinding highway funding as a consequence of not meeting federal air quality standards. He asked Mr. Hoitsma if the threat of rescinding highway funding is real. Mr. Hoitsma responded that the federal government has never rescinded highway funds due to non-attainment issues in the past, so the likelihood is remote.

Dr. Philip Fine, Deputy Executive Officer/Planning, Rule Development and Area Sources, added that the letter from U.S. EPA Administrator Andrew Wheeler is a signal of their willingness to impose sanctions due to non-attainment. In the past, sanctions were a known possibility, but South Coast AQMD had always been able to work through the issues with the U.S. EPA and thus avoid punitive federal actions. Mr. Derrick Alatorre, Deputy Executive Officer/Legislative, Public Affairs and Media, further stated that the political times are uncertain, and it is hard to predict how the Administration will act.

Dr. Burke questioned whether the U.S. EPA is responsible for the State Implementation Plan issues listed in Administrator Wheeler's letter. Dr. Fine agreed with Dr. Burke that the issues in the letter from Administrator Wheeler were largely the responsibility of the U.S. EPA to resolve and would not trigger sanctions. However, the letter from Administrator Wheeler does signal that the U.S. EPA may be more willing in the future to trigger sanctions for non-attainment of air quality standards.

Mayor Mitchell requested that staff send the Legislative Committee members the letter from CARB Chair Mary Nichols in response to U.S. EPA's letter. She explained that the CARB letter contains detail on issues raised by the U.S. EPA and places the responsibility back with the Administration to act.

Supervisor Perez commented that the Coachella Valley was one of the non-attainment areas mentioned in the U.S. EPA letter. Supervisor Perez requested that staff work with CARB to resolve the issues with U.S. EPA.

Mayor Mitchell added that South Coast AQMD was in Washington, D.C. when Administrator Wheeler's letter was released and that staff worked with CARB to immediately address the issues raised. She stated that there are a series of disagreements between the Administration and the state of California.

Ms. Amelia Jenkins of Cassidy & Associates reported that federal funding issues remain open for the upcoming 2020 Fiscal Year. She explained that the House had completed all of their Appropriations bills, and that the Senate had passed the Interior, Environment and Related Agencies Appropriations bill, but there may be additional Continuing Resolutions (CR) to fund the federal government. Ms. Jenkins suggested that there may be another short-term CR with a possibility that another longer-term CR would be necessary until Congress could work out all the funding issues.

Mr. Dave Ramey of Kadesh & Associates added that the House and Senate would be returning next week from a two-week recess and would be focused on the Appropriations bills.

Mayor Mitchell asked about the status of the Targeted Airshed Grant (TAG) program in the appropriations process. Mr. Ramey responded that the House has allocated a lower level of funding for TAG, but the Senate has approved \$56.3 million. He stated that the final funding level for TAG would be worked out in conference committee. Mr. Ramey added that the Senate also had appropriated \$85 million for the Diesel Emission Reduction Act (DERA).

2. Update on State Legislative Issues

South Coast AQMD's state legislative consultants (Quintana Watts and Hartmann, California Advisors, LLC, and Joe A. Gonsalves & Son) provided written reports on various key issues in Sacramento.

Mr. David Quintana, state legislative consultant with Quintana Watts and Hartmann, further reported that SB 1 (Atkins), which was intended to address Trump Administration rollbacks of environmental protections affecting California, passed out of the Legislature but was vetoed by the Governor.

Mayor Mitchell added that there are more bills pending before the Governor and that the last day for the Governor to act on bills is October 13.

Mr. Ross Buckley, state legislative consultant with California Advisors, LLC, informed the Committee that 1,042 bills were sent to the Governor and that he has signed 759 bills, vetoed 45 bills, and has 238 bills left to act upon.

Mr. Paul Gonsalves, state legislative consultant with Joe A. Gonsalves & Son had no further update for the Committee.

3. Summary End-of-Year Report on State Legislature's and Governor's Actions on 2019 Legislation

Staff provided an end-of-legislative-year summary update on the actions of the state Legislature and Governor on bills of interest to South Coast AQMD and other key legislative items. Mr. Philip Crabbe, Public Affairs Manager, reported on the following:

In Sacramento, the state Legislature adjourned in the early morning hours of September 14 for the 2019 legislative year, the first year of a two-year session. The state Assembly and Senate, combined, introduced over 3,000 measures in 2019 and passed over 1,300 measures, including over 1,000 bills sent to the Governor for his consideration. Most bills that did not make it to the Governor's desk are two-year bills.

Mr. Crabbe reported that his was a successful legislative year for the South Coast region. One key area of success was on the funding side. As in previous years, the distribution of Greenhouse Gas Reduction Fund (GGRF) monies, along with other funds, took the spotlight in the later stages of the legislative year. Through the budget bill, AB 74 (Ting), \$1.4 billion in GGRF monies were allocated, along with the overall state funding package, based on an agreement between the Governor and Legislative Leadership.

Fifty million dollars in statewide funding was secured for local air districts to fund implementation of the responsibilities mandated by AB 617 (C. Garcia) to reduce criteria pollutant and toxic emissions, including through community air monitoring and community emission reduction programs. This was funded at the same level as in 2018. Twenty million dollars of this allocation came from the GGRF and \$30 million came from the Air Pollution Control Fund (APCF). South Coast AQMD will receive a portion of this funding.

Also, through AB 74, South Coast AQMD was able to help secure \$245 million in statewide funding from the GGRF to local air districts for incentives to help accelerate turnover to cleaner vehicles and equipment and reduce mobile and stationery sources of criteria air pollutant and toxic air contaminant emissions in disadvantaged communities consistent with AB 617 requirements. The South Coast region will receive a portion of this funding.

Mr. Crabbe also informed the Committee that other key statewide funding allocations from the GGRF were made available through AB 74, including:

- \$238 million for the Clean Vehicle Rebate Project for rebates for light-duty vehicles;
- \$182 million for Clean Trucks, Buses & Off-Road Freight Equipment;
- \$65 million for the Enhanced Fleet Modernization Program, School buses & Transportation Equity Projects;
- \$10 million for Technical Assistance to Community Groups; and
- \$65 million for reducing emissions through agricultural diesel engine replacement and upgrades.

South Coast AQMD staff will work hard to secure the South Coast region's fair share of AB 74 allocations to further efforts to meet AB 617 and federal air quality standard requirements for the region.

Additionally, efforts will continue to pursue the South Coast AQMD-sponsored bill, SB 732 (Allen), relating to establishing a voting district within the South Coast region, which is currently a two-year bill located in the Senate Appropriations Committee.

Ms. Denise Peralta Gailey, Public Affairs Manager, also reported on the following:

During this year's legislative session, South Coast AQMD submitted positions on 10 bills. South Coast AQMD opposed one bill, AB 210 (Voepel), which would have expanded the existing smog check exemption from pre-1976 vehicles to pre-1983 model year vehicles; AB 210 is now a two-year bill. Of the remaining nine bills, four have been signed by the Governor, one has been vetoed, three are two-year bills, and one is still pending before the Governor. In 2019, South Coast AQMD sought amendments on seven bills and successfully achieved amendments on five of those bills, including:

AB 285 (Friedman) – California Transportation Plan

This bill would require Caltrans to address in the California Transportation Plan how the state will achieve its greenhouse gas reduction goals; and how the plan supports attaining state and national air quality standards. South Coast AQMD worked to ensure that air quality standards were properly referenced in the bill; therefore, the Support with Amendments position was changed to a full Support. This bill has been signed by the Governor.

AB 1500 (Carillo) – Hazardous Substances

This bill would authorize a Certified Unified Program Agency (CUPA) to suspend a facility's permit and shut down a facility if its conditions pose an imminent or substantial threat to public health and safety. South Coast AQMD secured amendments affirming that this bill would not restrict or limit local air district authority; therefore, the Support with Amendments position changed to a full Support. This is currently a two-year bill.

AB 1578 (Rivas) – School Pavement to Parks Grant Program

This bill would establish the School Pavement to Parks Grant Program. South Coast AQMD requested technical amendments to clarify how air quality is referenced with respect to program implementation; consequently, the author deleted problematic air quality-related language in the bill. This bill is currently pending with the Governor.

Mr. Crabbe further reported on the following two bills:

SB 210 (Leyva) – Heavy-Duty Vehicle Inspection and Maintenance Program.

This bill would require CARB to develop and implement a smog check program for heavy-duty vehicles. South Coast AQMD had a Support position on the bill, and secured an amendment exempting zero-emission vehicles. This bill was signed by the Governor.

SB 216 (Galgiani) – Carl Moyer Memorial Air Quality Standards Attainment Program: Used Heavy-Duty Truck Exchange

This bill would add a used heavy-duty truck exchange as an eligible project for funding under the Carl Moyer Program. South Coast AQMD has a Support If Amended position on the bill. Prior amendments ensured that the truck exchange would be optional for air districts. South Coast AQMD secured amendments to ensure that new vehicles purchased as part of the exchange met CARB low NOx standards. This is now a two-year bill.

Representatives from the Port of Los Angeles were present at Council Member Buscaino's remote location and inquired as to whether state funding related to AB 617 was a one-time allotment or an ongoing sustainable funding source. Mr. Crabbe responded that this was a one-time allotment and that in the 2020 legislative year South Coast AQMD will need to make new efforts to secure this funding, hopefully at even higher funding levels.

Dr. Burke inquired as to what happened with possible legislation regarding oversight of South Coast AQMD in relation to regulating metal finishing emissions. Mr. Alatorre responded that staff did not hear of any such bill actually being introduced.

Supervisor Perez requested more details regarding the funds allocated for AB 617. Mr. Crabbe responded that AB 617 implementation funding came in part from the GGRF and from the APCF, as part of a two-year agreement, and the statewide allocation level was the same as in 2018. Staff will be working to try to get higher levels of this funding in the future. These funds have been received by South Coast AQMD in the past and the agency has utilized them. Supervisor Perez and Mayor Mitchell inquired as to who decides how much of this money the South Coast region receives. Ms. Jill Whynot, Chief Operating Officer, responded that the allocations amongst the air districts was based on an agreement between the larger air districts and CARB. Ms. Whynot reiterated that \$50 million statewide was allocated for AB 617 implementation, but that there will be more AB 617 communities established for the coming year; however, funding will be at the same level as last year. She stated that therefore, a larger and more sustainable funding source is needed.

Dr. Burke asked how much of the AB 617 funding South Coast AQMD received. Ms. Whynot responded that the South Coast region received about \$86 million out of the \$245 million dollars in incentive dollars statewide. Mr. Crabbe added that South Coast received \$20 million out of the \$50 million in implementation funds. Supervisor Perez inquired as to who decides how much of this money the air districts receive and how and when it is spent. Ms. Whynot explained that air districts have developed a formula based on several criteria. If there is any problem with that process, CARB would ultimately decide how that money gets distributed. The South Coast AQMD Board then recognizes the funds received and approves all projects that get incentive funding.

Dr. Burke asked about the status of money that has already been received by South Coast AQMD. Ms. Whynot responded that the money already received is included within the budget. The South Coast AQMD has received \$30.8 million in AB 617 implementation funding and \$86.6 million in AB 617 incentive funding. Ms. Sujata Jain, Deputy Executive Officer/Chief Financial Officer, confirmed that this money has been received by South Coast AQMD.

Dr. Burke inquired as to how the \$86 million received by South Coast AQMD will be allocated. Dr. Matt Miyasato, Deputy Executive Officer/Science & Technology Advancement, explained that the first year there was \$107.5 million of incentive funding that was to go to Prop. 1B and Carl Moyer type projects. That money was already committed to projects that included about 70% going to disadvantaged and AB 617 communities. The following year, \$86.6 million was received and a request for allocation of a portion of that money will go to the November Board meeting for approval. The remainder of the money will be kept in reserve until more project applications are received. The submittal to the Board is based on Carl Moyer proposals received and projects in AB 617 communities received priority. Mr. Alatorre clarified that this item will be presented at the October 18 Technology Committee meeting. Staff offered to provide a summary of incentive and program implementation funding for AB 617 to Dr. Burke.

4. Update on Legislation Regarding Voting District Authorization for Clean Air

Mr. Alatorre provided an update regarding the South Coast AQMD-sponsored Voting District Authorization for Clean Air bill, SB 732 (Allen).

Mr. Alatorre reported that staff has met twice in the last month with Building Trades representatives regarding this legislation. Additionally, staff recently met with: 1) Pacific Merchant Shipping Association (PMSA); 2) California Teamsters; 3) California Natural Gas Vehicle Coalition; and 4) CALSTART. Two of these groups are existing supporters of the bill. Further, staff provided these stakeholders with a draft preliminary spending estimate relating to the bill. Staff will continue to meet with stakeholders regarding the bill going forward, both in Sacramento and locally, to build a strong coalition of support for when the bill is heard in Sacramento in January 2020.

Senator Delgado asked which two stakeholders were existing supporters of the bill. Mr. Alatorre responded that PMSA and CALSTART were supporters. Senator Delgado asked when Legislative Committee members were going to receive a copy of the draft spending plan mentioned. Mr. Alatorre responded that a copy would be sent out. Mayor Mitchell reminded the Committee that any spending plan is contingent on voters approving a sales tax, that SB 732 would only authorize a voting district and that there are multiple steps that have to happen before any funding would be generated.

Dr. Burke asked how a spending plan exists that has not been approved by the Board. Dr. Fine explained that the spending estimates were primarily based on the 2016 AQMP and its explanation as to how incentives would be spent to meet air quality requirements. This includes what types of vehicle incentives that might be funded over numerous years. However, staff is in the process of updating this funding estimate to make it more accurate. Once that is completed it will be discussed with the Governing Board.

In response to an inquiry from Mayor Mitchell, Mr. Alatorre confirmed that it is estimated that a half cent sales tax increase would generate about \$1.4 billion per year. Mayor Mitchell reiterated the need for a spending plan to help with outreach to local stakeholders such as the contract cities, League of Cities, etc.

OTHER MATTERS:

5. Other Business

There was no other business.

6. Public Comment Period

There were no public comments.

7. Next Meeting Date

The next regular Legislative Committee meeting is scheduled for Friday, November 8, 2019 at 9:00 a.m.

Adjournment

The meeting adjourned at 9:50 a.m.

Attachments

1. Attendance Record
2. Update on Federal Legislative Issues – Written Reports
3. Update on State Legislative Issues – Written Reports
4. Summary End-of-Year Report on State Legislature's and Governor's Action on 2019 Legislation

ATTACHMENT 1

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
LEGISLATIVE COMMITTEE MEETING
ATTENDANCE RECORD – October 11, 2019**

Dr. William A. Burke (videoconference).....South Coast AQMD Board Member
Council Member Joe Buscaino (videoconference)South Coast AQMD Board Member
Senator Vanessa Delgado (Ret.) (videoconference)South Coast AQMD Board Member
Mayor Judith Mitchell (videoconference).....South Coast AQMD Board Member
Supervisor V. Manuel Perez (videoconference)South Coast AQMD Board Member
Supervisor Janice Rutherford (videoconference).....South Coast AQMD Board Member

Thomas GrossBoard Consultant (Benoit)

Gary Hoitsma (teleconference)Carmen Group, Inc.
Amelia Jenkins (teleconference)Cassidy & Associates
Dave Ramey (teleconference).....Kadesh & Associates
David Quintana (teleconference)Quintana, Watts and Hartmann
Ross Buckley (teleconference).....California Advisors, LLC
Paul Gonsalves (teleconference).....Joe A. Gonsalves & Son

Todd Campbell.....Clean Energy
Jennifer CohenPort of Los Angeles
Bridget McCann.....Western States Petroleum Association
Rita LoofRadTech
Erick MartellPort of Los Angeles
David Rothbart.....Los Angeles County Sanitation Districts
Susan Stark.....Marathon Petroleum Corporation
Peter WhittinghamWhittingham Public Affairs Advisors
Tammy YamasakiSouthern California Edison

Derrick AlatorreSouth Coast AQMD Staff
Philip CrabbeSouth Coast AQMD Staff
Amir DejbakhshSouth Coast AQMD Staff
Philip FineSouth Coast AQMD Staff
Denise Peralta Gailey.....South Coast AQMD Staff
Stacy GarciaSouth Coast AQMD Staff
Bayron Gilchrist.....South Coast AQMD Staff
Monika KimSouth Coast AQMD Staff
Sujata JainSouth Coast AQMD Staff
Megan LorenzSouth Coast AQMD Staff
Matt MiyasatoSouth Coast AQMD Staff
Ron Moskowitz.....South Coast AQMD Staff
Robert Paud.....South Coast AQMD Staff
Sarah Rees.....South Coast AQMD Staff
Lisa Tanaka O’MalleySouth Coast AQMD Staff
Mary ReichertSouth Coast AQMD Staff
Denny ShawSouth Coast AQMD Staff
Jeanette ShortSouth Coast AQMD Staff
Danielle Soto.....South Coast AQMD Staff
Todd WardenSouth Coast AQMD Staff
Kim White.....South Coast AQMD Staff
Jill Whynot.....South Coast AQMD Staff
Paul WrightSouth Coast AQMD Staff



Carmen Group
I N C O R P O R A T E D

ATTACHMENT 2

MEMORANDUM

To: South Coast AQMD Legislative Committee

From: Carmen Group

Date: September 26, 2019

Re: Federal Update -- Executive Branch

With Final CAFÉ Rule Imminent, Administration Targets California: During September, key federal agencies took aggressive steps challenging California on greenhouse gas, air quality and environmental issues, provoking a determined backlash from the state and its supporters, including a flurry of the kind of litigation that has come to be expected in what is now largely seen as a protracted political and legal fight between the Trump Administration and the Golden State. The Administration's actions in September included the following:

Revoked California Waiver: The U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) and the U.S. Environmental Protection Agency (EPA) issued a final action entitled "One National Program Rule," which effectively withdraws the most recent Clean Air Act preemption waiver granted to the State of California in January 2013 as it relates to California's GHG and ZEV programs. (The action however does not affect California's ability to enforce its Low Emission Vehicle and other clean air standards to address harmful smog-forming vehicle emissions.) By revoking the waiver, NHTSA and EPA seek to ensure there will be one, and only one, set of national fuel economy and greenhouse gas emissions standards for vehicles.

Rejected California's Call for New Talks on SAFE Rule: EPA Administrator Andrew Wheeler, in an interview with McClatchy, made clear that the Administration was moving ahead to finalize the SAFE rule on fuel economy standards solely on the Administration's terms without further negotiations. He indicated that separating out the California waiver as a separate issue might be advantageous in terms of dealing more expeditiously with the inevitable litigation. He said he expects the waiver case will take longer and eventually reach the U.S. Supreme Court, setting up a landmark decision on states' rights and environmental policy. "Is time on our side?" Wheeler asked. "I'm assuming we're going to have second term, so I don't think that's going to matter. These issues will be decided by the courts over the course of (Trump's) presidency."

Challenged Legal Basis for California's Deal with Four Automakers: In a letter to the California Air Resources Board (CARB), EPA and DOT warned that California's July agreement with Ford, Volkswagen, Honda and BMW – in which

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the auto companies pledged to abide by California's stricter standards for tailpipe greenhouse gas emissions in defiance of the coming federal rulemaking – was on shaky legal ground, likely violating of the Energy Policy and Conservation Act of 1975.

Threatened California with Penalties for Non-Compliance with NAAQS

Standards: In a separate letter to CARB, EPA warned that California faces severe sanctions – including the possible loss of millions of dollars of federal highway funding – over the state's failure to properly comply with National Ambient Air Quality Standards for criteria pollutants. The letter says the state had the “worst air quality in the United States” and had “failed to carry out its most basic tasks” under the Clean Air Act by submitting implementation plans to the EPA outlining their efforts to cut emissions. The letter said the state would have until Oct. 10 to rescind their ‘incomplete’ plans and submit new reports addressing 82 municipalities facing noncompliance.

Called Out California for Environmental Protection Failures in Homelessness

Crisis: In a letter to the California Governor, EPA raised several issues with the state's purported failure to protect the public from degraded water and other health concerns stemming a growing homelessness crisis in the state.

SCAQMD Hosts Business Roundtable Discussion in DC on Low NOx Rulemaking:

On September 23, during a brief trip to Washington, DC, for selected Congressional and federal agency meetings, SCAQMD leadership hosted the latest in its series of periodic meetings with Washington, DC representatives of key companies and trade associations connected to the trucking industry for the purpose of sharing information on the Cleaner Trucks Initiative, EPA's deliberative effort to produce a national rule to set a new standard for lower NOx emissions from heavy duty trucks. Current expectations continue to be that a proposed rule will not be issued before early next year at the earliest, while some believe it could very likely be delayed until after the 2020 elections. Participants in the meeting included representatives from Cummins, Navistar, Volvo Trucks, EMA, MECA, MEMA, NACAA, NADA, NCVAmerica, the Alliance for Vehicle Efficiency, the Diesel Technology Forum, and the US Chamber of Commerce.

EPA Announces More Actions Against Diesel Engine Defeat Devices: In September, the EPA took further enforcement actions to address violations of the Clean Air Act associated with the manufacture, sale and installation of engines and aftermarket products to defeat the emissions control devices of diesel engines. In separate settlements with EPA and the Department of Justice, Performance Diesel, Inc. agreed to stop the sale of defeat devices and to pay a \$1.1 million civil penalty, and Hyundai Construction Equipment Americas and Hyundai Heavy Industries agreed to pay a \$47 million civil penalty for selling construction vehicles with diesel engines not certified to applicable emissions standards. Meanwhile, EPA and U.S. Customs and Border Patrol announced fines affecting seven companies involved in trying to illegally import more than 500 non-compliant vehicles and engines from China – including fork lifts, bicycle engine kits, loose engines and chainsaws -- through the ports of Los Angeles and Long Beach.

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To: South Coast Air Quality Management District

From: Cassidy & Associates

Date: September 27, 2019

Re: Federal Update

Look Ahead

On Friday, September 27, the House and Senate left for a two-week recess. This past work period started with a push on approving spending bills and ended with a focus on impeachment. The House will return in mid-October for a six-week session ending just before Thanksgiving. We can anticipate the Senate continuing a slow march of spending bill approvals and the House filling the floor schedule with the last of individual committee bills that need approval prior to the year end.

Summary of Congressional Activities in July

During the September session, House Democrats continued to highlight the impacts of climate change through a series of committee hearings.

The Select Hearing on the Climate Crisis

In advance of the United Nations Meeting in New York, the Select Committee held three hearings. One focused on increasing manufacturing jobs through clean energy technologies. A second hearing featured youth climate leaders, and the third hearing highlighted innovations to decrease industrial climate emissions.

House Energy and Commerce Committee

The House Energy and Commerce Committee also had a pulse of climate related hearings in mid-September. Members of the Committee examined how to reach a clean economy through improvements in the building sector and net zero industrial emissions.

Senate Energy and Natural Resources Committee

Throughout September the Senate Energy and Natural Resources Committee and moved a package of energy related matters. Just prior to the October recess, on a bipartisan basis the Committee approved 21 bills related to energy storage, grid security and modernization, cleaner industrial technologies, and energy efficiency. Both Chairwoman Lisa Murkowski (R-AK) and Joe Manchin (D-WV) promoted this package as the potential core of a bipartisan energy package for the Senate. Of interest to SCAQMD is S. 2300, the Clean Industrial Technology Act, which seeks to incentivize the use of lower emission technologies in the industrial sector. The legislation specifically calls out for the development of industrial processes and technologies to reduce emissions in the shipping, aviation, and long-distance transportation sectors.

Summary of Outreach

- ❖ Weekly calls with SCAQMD staff.
- ❖ Preparation for September visit including setting up key stakeholder meetings and meeting with the lead senate staff for EPA funding.
- ❖ Working with key Congressional staff on potential avenues for future federal funding as part of an infrastructure package.
- ❖ Monitoring Clean Trucks Initiative and ongoing Heavy Duty NOx rulemaking.
- ❖ Monitoring Congressional hearings related to the California waiver

September: September was dominated with the Senate's rapid consideration of all 12 appropriations bill. For South Coast AQMD, September was focused on a Washington, DC trip for the South Coast AQMD leadership.

Budget deal: Congress, particularly the Senate, worked on spending bills in September adhering to the new \$1.3 trillion spending cap to avoid a government shutdown when the next fiscal year begins on October 1. Because the Senate had not written any of the 12 spending bills prior to the new budget deal being reached at the end of July, a Continuing Resolution – a short-term measure extending current funding – was passed keeping the government open through November 21.

Appropriations Update: Senate appropriators now want floor votes on spending bills and a bicameral deal on allocations for all 12 funding measures soon after they return to Washington from recess in mid-October. The Senate Appropriations Committee has now approved 10 of its 12 spending bills and eight of those measures were advanced by unanimous votes. The Defense, Labor-HHS-Education, Homeland Security and Military Construction-VA spending measures have been controversial, but Chairman Richard Shelby (R-Ala.) and Vice Chairman Patrick Leahy (D-Vt.) have urged Majority Leader Mitch McConnell (R-Ky.) to bring the others up for votes soon after lawmakers return on October 15.

The panel unanimously advanced its Commerce-Justice-Science, Interior-Environment, Legislative Branch and State and Foreign Operations bills by 31-0 votes. It approved the Homeland Security bill by a 17-14 vote, with Sen. Joe Manchin (D-W.Va.) joining Republicans to advance it.

Senate floor votes on those bills would only be one step toward a real spending deal for fiscal 2020, though. Before the House and Senate can agree on any final bills that can clear both chambers, negotiators will have to agree to a set of allocations for all 12 subcommittees. These are known as the 302-b allocations. The task is made difficult by the fact that the Senate has marked its bills to a total spending level that is \$3.5B higher than the House.

DERA and Targeted Airshed Grants: The current FY19 levels are \$87M for DERA and \$52M for TAG. The House Appropriations Committee in its FY20 Interior Appropriations bill initially funded DERA at only \$50M and \$30M for the Targeted Airshed Grant (TAG) program. Through an effort led by southern California House Appropriations Members, \$5M was added to DERA for a total of \$55M. The Senate Appropriations has marked their bill to \$85.166M for DERA and \$56.306M for TAG.

President Trump's budget requested \$10M for the DERA program. Legislatively, the DERA program has recently been reauthorized at \$100 million annually, through 2024.

Contacts included staff with the House and Senate Appropriations Committees and the AQMD House Members targeted for meetings to include Reps. Levin, Calvert, Lowenthal and the staff of Rep. Torres and Speaker Pelosi.

ATTACHMENT 3



October 3, 2019

TO: South Coast Air Quality Management District
FROM: Quintana, Watts & Hartmann
RE: October 2019 Report

**General Update: Legislative Session Adjourned: September 14th at 3:00 A.M.
The Governor has until midnight, October 13th, to sign or veto all bills.**

September 3-13, 2019 – Floor Session Only
September 6, 2019 – Deadline to Amend
September 13, 2019 – Legislature Adjourns

Legislative Update:

SB 1 (Atkins) - Passed out of the legislature on September 13th. It was vetoed by the Governor. SB 1 came under heavy fire from water districts all across the state. The bill appeared to be dead. However, organized labor made a strong push in the assembly to get the bill passed out. The bill was vetoed on September 27th.

The veto message can be found here: http://leginfo.legislature.ca.gov/faces/billStatusClient.xhtml?bill_id=201920200SB1

SB 216 (Galgiani) - Ended up being a Two-Year Bill. The bill will be taken up in January 2020.

AB 1500 (Carrillo) Ended up being a Two-Year Bill. The bill will be taken up in January 2020.

Elected Officials Contacted on Behalf of SCAQMD:

Senate President Pro Tem Toni Atkins
Assemblymember Eduardo Garcia
Assembly Speaker Anthony Rendon
Assemblymember Jim Cooper
Assemblymember Brian Maienschein
Senator Ben Allen
Senator Henry Stern
Assemblymember Heath Flora
Senator Tom Umberg
Senator Cathleen Galgiani
Assemblymember Wendy Carrillo
Assemblymember Miguel Santiago



SCAQMD Report
California Advisors, LLC
October 11, 2019 Legislative Committee Hearing

General Update

This year's legislative session officially ended in the early morning hours of September 14th. The Assembly and Senate both gavelled down around 3 AM which completed long days for both houses. The Senate alone was in session for nearly 17 hours on the last day.

One of the main reasons for the long session occurred when protesters who were upset over recently signed legislation interrupted the Senate. Over the course of the final week, protesters gathered outside of Governor's office, in the hallways, and from the galleries overlooking the Senate and Assembly floors. Around 5 PM on Friday, one of the protesters caused a major disruption and the Senate was quickly brought to a break. The delay lasted over 2 hours and the Senate chambers became a crime scene for the rest of the night. The Senators were forced to gather in their largest committee room and were able to finish the rest of the business before them.

The 72-hour in print rule – which requires that before a bill can be voted on to become a statute, it must be in print and published on the internet for at least 72 hours – has also helped minimize the last-minute amendments of previous years. Late night deals or gut-and-amends can no longer pass through in the final hours of session. This rule provides a level of predictability during the last few days of session.

With the Legislature now adjourned and members returning to their districts, the focus shifts to the Governor's office. Governor Newsom has until October 13th to sign or veto the bills that have reached his desk.

Elected Officials Contacted on Behalf of SCAQMD:

California Advisors met with the following legislators or their offices on behalf of South Coast Air Quality Management District:

Senate:

Toni Atkins (AB 1714, SB 732), Ben Allen (SB 732)

Assembly:

Aguiar-Curry (AB 1714), Laura Friedman (AB 285, AB 1299), Anthony Rendon (AB 1299), Luz Rivas (AB 1578), and Buffy Wicks (AB 836).

2019 Legislative Update

Voting District Authorization for Clean Air Legislation

SB 732 (Allen) was pulled from Senate Appropriations Committee at the request of the author on May 13th.

AB 142 (Garcia, C) would increase the amount of the manufacturer battery fee from \$1 to \$2 and would provide that the fee would continue indefinitely. *This bill is pending before the Governor.*

AB 285 (Friedman) would require the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and attain the air quality goals required by the federal Clean Air Act. *This bill is pending before the Governor.*

AB 836 (Wicks) would establish the Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program to be administered by the California Air Resources Board to provide funding through a grant program to retrofit ventilation systems to create a network of clean air centers. *This bill is pending before the Governor.*

AB 1500 (Carrillo) would authorize a unified program agency to suspend, revoke, or withhold issuance of a unified program facility permit if conditions exist at the unified program facility that the unified program agency considers an imminent or substantial threat to public health, safety, or the environment. The bill would require the permittee to immediately discontinue operating that facility or function of the facility to which the permit or permit element applies until the threat is abated and the permit or permit element is issued, reinstated or reissued. *This bill was held in the Senate Appropriations Committee.*

SB 1 (Atkins) would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species. This bill is *pending before the Governor. The Governor has indicated he will veto the bill.*

SB 44 (Skinner) would require the Air Resources Board to update the state board's 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles in the state for the purpose of bringing the state into compliance with federal ambient air quality standards and reducing motor vehicle greenhouse gas emissions. *This bill was signed by the Governor.*

SB 210 (Leyva) would authorize the state board to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles. *This bill was signed by the Governor.*



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TO: South Coast Air Quality Management District

FROM: Anthony, Jason & Paul Gonsalves

SUBJECT: Legislative Update – September 2019

DATE: Thursday, September 26, 2019

The month of September begins the countdown to the end of the Legislative Session. The Legislature had until September 13, 2019 to pass all remaining Legislation to Governor Newsom for his consideration. This year, the Legislature introduced 3033 bills. Of those 3033 bills, 1341 bills made it to the Governor for his consideration while the remaining 1692 bills became 2-year bills. Of the 1341 presented to the Governor, he has signed 690 and vetoed 6. The Governor has until October 13, 2019 to act on the remaining 645 bills.

We will continue to monitor the Governor's actions on Legislation, and any other state interest to the District, and keep you apprised as they progress.

GOVERNORS INVESTMENT TO STRENGTHEN CLIMATE RESILIENCY

On September 20, 2019, just days before global leaders converged in New York City for Climate Week and months after California struck a major agreement with four automakers on vehicle emission standards, Governor Gavin Newsom signed an executive order to leverage the state's \$700 billion pension investment portfolio and assets to advance California's climate leadership. The executive order also directs multiple state agencies and departments to review and update overall operations, transportation investments, and use of the state's purchasing power to advance groundbreaking climate goals.

The Governor also signed two important bills to strengthen emission standards for trucks, semis and other high-pollution vehicles. SB 210 (Leyva) requires the California Air Resources Board (CARB) to develop and implement a Heavy-Duty Inspection and Maintenance Program for non-gasoline, heavy-duty trucks, which is the first 'smog check' program of its kind in the nation. SB 44 (Skinner) requires CARB to create a comprehensive plan for reducing greenhouse gas emissions from medium and heavy-duty vehicles. Medium and heavy-duty diesel trucks make up only 4% of the 28.2 million vehicles on the road in California but accounted for 20% of GHG emissions from the

transportation sector and 8% of statewide GHG emissions this year. Cars, trucks and other vehicles are responsible for more than 80% of smog-forming pollution.

This executive order continues the Governor's commitment to strengthening California's resilience while investing in new technologies, programs, and best practices to lower carbon emissions. The executive order will advance California's climate goals by leveraging:

State Investments:

California has an investment portfolio of over \$700 billion through CalPERS, CalSTRs, and the University of California Retirement System. The Governor's executive order directs the Department of Finance to create a Climate Investment Framework to measure and manage climate risk across the state's investment portfolio, with the goal of driving investment toward carbon-neutral and climate resilient technologies. The Framework will provide a timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of adapting to and mitigating the impacts of climate change, including investments in carbon-neutral, carbon-negative and clean energy technologies.

Transportation Systems:

The California State Transportation Agency (CalSTA) is directed to invest its annual portfolio of \$5 billion toward construction, operations and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. CalSTA, in consultation with the Department of Finance, is also directed to align transportation spending, programming and mitigation with the state's climate goals to achieve the objectives of the state's Climate Change Scoping Plan, where feasible. Specifically, the Governor is ordering a focus for transportation investments near housing, and on managing congestion through innovative strategies that encourage alternatives to driving.

State Assets and Operations:

With this executive order, the Governor is directing DGS to identify opportunities to lower emissions and mitigate climate risk from the state's owned and leased assets, primarily buildings and vehicles, and to implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods, consistent with state climate policies.

Vehicles and Electric Vehicle Infrastructure:

The Governor is directing CARB to push automakers to produce even more clean vehicles, and to find ways for more Californians to purchase these vehicles on the new and used markets. CARB is tasked with developing new grant criteria for clean vehicle programs to encourage manufacturers to produce clean, affordable cars and propose new strategies to increase demand in the primary and secondary markets for zero emission vehicles. Finally, CARB shall strengthen existing or adopt new regulations to achieve GHG reductions within the transportation sector.

GOVERNOR APPOINTMENTS

Toks Omishakin, 43, of Nashville, TN, has been appointed director of the California Department of Transportation. Omishakin has been deputy commissioner for environment and planning at the Tennessee Department of Transportation since 2011.

He was director of Healthy Living Initiatives in the Nashville Mayor's Office from 2008 to 2011. Omishakin earned a Master of Arts degree in urban and regional planning from Jackson State University. This position requires Senate confirmation.

James Davis, 54, of Davis, has been appointed chief deputy director of the California Department of Transportation. Davis has been special advisor to the director at the California Department of Transportation since 2019. He held multiple positions at the Department of Transportation, including Senate Bill 1 program manager from 2018 to 2019, Bay Area district director in 2018, division chief of project management from 2013 to 2018, division chief of transportation planning from 2016 to 2017, division chief and deputy division chief of engineering services from 2004 to 2013 and multiple transportation engineering positions from 1988 to 2004. This position does not require Senate confirmation.

Garin Casaleggio, 42, of Sacramento, has been appointed deputy secretary for communications and strategic planning at the California State Transportation Agency. Casaleggio has been deputy secretary of communications at the California Labor and Workforce Development Agency since 2015. He was deputy communications director at the State Controller's Office from 2003 to 2015 and special advisor to the chief of staff in the Office of Governor Gray Davis from 2000 to 2003. This position does not require Senate confirmation.

Chad Edison, 47, of Sacramento, has been reappointed chief deputy secretary for rail and transit at the California State Transportation Agency, where he has served since 2014. Edison was a transportation industry analyst at the Federal Railroad Administration from 2010 to 2014. He was a senior consulting manager, consulting manager and senior transportation consultant at AECOM from 2001 to 2010 and held several positions at the National Railroad Passenger Corporation (Amtrak) from 1996 to 2001, including senior manager of financial analysis. Edison earned a Master of Public Policy degree in international trade and finance from the University of Michigan. This position does not require Senate confirmation.

Arturo Delgado, 48, of Palm Desert, has been appointed assistant secretary for Salton Sea policy at the California Natural Resources Agency. Delgado has served as Salton Sea program manager at the California Department of Fish and Wildlife since 2018. He served in several positions for the U.S. Forest Service, including as district ranger at the San Bernardino National Forest from 2013 to 2018, acting deputy forest supervisor for Six Rivers National Forest in 2017, special assistant to the regional forester for the Pacific Southwest Region in 2015 and multiple positions at the Angeles National Forest from 2010 to 2013, including supervisory wildlife biologist and acting forest resource officer. Delgado held several positions at the California Department of Fish and Wildlife from 1997 to 2010, including senior environmental scientist, environmental scientist, principle investigator and fish and wildlife scientific assistant. Delgado earned a Master of Science degree in biological conservation from California State University, Sacramento. This position does not require Senate confirmation.

Tamika Butler, 34, of Los Angeles, has been appointed to the California Transportation Commission. Butler has been California director of planning and director of equity and inclusion at Toole Design Group since 2017. She has been principal and owner of Tamika L. Butler Consulting since 2017. She was executive director of the Los Angeles Neighborhood Land Trust from 2017 to 2018, executive director of the Los Angeles

County Bicycle Coalition from 2014 to 2017, and director of social change strategies at the Liberty Hill Foundation in 2014. Butler was western regional director at Young Invincibles from 2012 to 2014 and an attorney for Legal Aid at Work from 2008 to 2012. She earned a Juris Doctor degree from Stanford Law School. This position requires Senate confirmation.

Hilary Norton, 51, of Los Angeles, has been appointed to the California Transportation Commission. Norton has been executive director of Fixing Angelenos Stuck in Traffic (FAST) since 2008, and operates the FAST Link DTLA Transportation Management Organization. She was vice president of legislative affairs at the Central City Association of Los Angeles from 2000 to 2008. Norton served as housing and transportation deputy for California State Assemblymember Gilbert Cedillo from 1999 to 2000, chief of staff to Los Angeles City Council member Richard Alatorre from 1995 to 1999, lead legislative deputy for Los Angeles City Council member Richard Alarcon from 1993 to 1995 and legislative deputy for Los Angeles City Council member Mark Ridley-Thomas from 1992 to 1993. Norton earned a Master of Public Policy degree from the Harvard University John F. Kennedy School of Government. This position requires Senate confirmation.

LEGISLATION

The following will provide you with a status update on the bills our firm is taking the lead on for the SCAQMD:

- AB 142 (C. Garcia) Lead-Acid Batteries – Enrolled to the Governor on September 12, 2019.
- AB 1714 (Aguiar-Curry) Emissions limitations: wine fermentation – 2-year bill, Senate Environmental Quality Committee.
- SB 210 (Leyva) Heavy Duty Vehicle Inspection and Maintenance Program – Chaptered by the Governor on September 20, 2019
- SB 44 (Skinner) Medium and Heavy-Duty Vehicles: Comprehensive Strategy – Chaptered by the Governor on September 20, 2019
- SB 633 (Stern) Santa Susana Field Laboratory: Monitoring Program – 2-year bill, Assembly Floor

LEGISLATIVE CALENDAR

- Sept. 13 Last day for any bill to be passed. Interim Recess begins upon adjournment
- October 13, 2019 Last day for Governor to take action on all legislation presented to him.
- January 6, 2020 Legislature Reconvenes.

LEGISLATION 2019 – Position Bills & Technical Input/Key Tracked Bills

CHAPTERED BILLS

<u>Bill /Author/Title</u>	<u>Position</u>	<u>Proposed Amendments/Suggestions</u>	<u>Assigned Consultant/Lead Staff</u>	<u>Upcoming Hearings/Status</u>	<u>Date Last Amended</u>
<p>SB 44 (Skinner) Medium- and heavy-duty vehicles: comprehensive strategy</p>	<p>SUPPORT W/ AMENDMENTS</p>	<p>South Coast AQMD requested the following amendments:</p> <p>1) Page 5, line 22: Specifically reference “local air districts” rather than just “districts”.</p> <p><u>*Requested amends no longer relevant:</u></p> <ul style="list-style-type: none"> • Bill watered down to only require plan, thus following amendment request no longer appropriate: “Page 6, line 3-12: Seek a 20% allocation of GGRF funds to fund the Program to support the commercialization and deployment of medium- and heavy-duty vehicles that reduce criteria pollutant and toxic emissions and GHG emissions”; • Bill language South Coast AQMD requested to be amended was deleted out of bill, thus following amendment request no longer appropriate: “Page 6, line 12: Provide that any legislative appropriation to CARB for the Program support the commercialization and deployment of medium- and heavy-duty vehicles that reduce criteria pollutant and toxic emissions, in addition to GHG emissions.” 	<p>Gonsalves PC</p>	<p>9/20/19 Approved by the Governor. Chaptered by Secretary of State. Chapter 297, Statutes of 2019. 9/18/19 S-CHAPTERED</p>	<p>8/12/19</p>

ATTACHMENT 4

LEGISLATION 2019 – Position Bills & Technical Input/Key Tracked Bills

<u>Bill /Author/Title</u>	<u>Position</u>	<u>Proposed Amendments/Suggestions</u>	<u>Assigned Consultant/Lead Staff</u>	<u>Upcoming Hearings/Status</u>	<u>Date Last Amended</u>
SB 210 (Leyva) Heavy-Duty Vehicle Inspection and Maintenance Program	SUPPORT	*Amends achieved: Clarified that zero emission vehicles are exempt from the program. <u>South Coast AQMD Recommendation:</u> Recommended that penalty monies collected by CARB, as part of Program be designated as monies meant to assist local air districts in mitigating heavy-duty truck emissions. Further, penalty monies should be distributed to air districts based on where penalty originated.	Gonsalves PC	9/20/19 Chaptered by Secretary of State- Chapter 298, Statutes of 2019 9/20/19 S-CHAPTERED	9/6/19
AB 836 (Wicks) Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program	SUPPORT		CA Advisors DPG	10/2/19 Signed by the Governor 10/2/19 A-CHAPTERED	8/30/19

LEGISLATION 2019 – Position Bills & Technical Input/Key Tracked Bills

VETOED BILLS

<u>Bill /Author/Title</u>	<u>Position</u>	<u>Proposed Amendments/Suggestions</u>	<u>Assigned Consultant/Lead Staff</u>	<u>Upcoming Hearings/Status</u>	<u>Date Last Amended</u>
<p>SB 1 (Atkins) California Environmental, Public Health, and Workers Defense Act of 2019</p>	<p>SUPPORT</p>	<p><u>Work with Author:</u> South Coast AQMD sought to work with author to determine appropriate roles of and interplay between CARB and local air districts that preserve existing local air district authority, with regard to adopting air quality regulations relating to stationary sources and their emissions when there is backsliding in relevant federal laws identified by CARB (see bill, page 9, lines 3-9). <u>South Coast AQMD Latest proposed amendment:</u> “Add to Section 120041(b)(2): A rule adopted pursuant to this provision shall not apply in any air district that has previously adopted a rule that is at least as protective as the baseline federal standards, as determined by the state board. Such determination shall be made within six months of adoption of the state board measure. If a district adopts such a rule after the adoption of the state board’s measure, the state board shall exempt such district from its measure if it determines that the district rule is at least as protective as the baseline federal standard. For district rules adopted after the state board measure, the determinations shall be made by the state board within six months of receiving a rule from a district.</p>	<p>Quintana PC</p>	<p>9/27/19 Vetoed by the Governor. In Senate. Consideration of Governor's veto pending. 9/27/19 S-VETOED</p>	<p>9/10/19</p>

LEGISLATION 2019 – Position Bills & Technical Input/Key Tracked Bills

2 YEAR BILLS

<u>Bill /Author/Title</u>	<u>Position</u>	<u>Proposed Amendments/Suggestions</u>	<u>Assigned Consultant/ Lead Staff</u>	<u>Upcoming Hearings/Status</u>	<u>Date Last Amended</u>
AB 210 (Voepel) Smog check: exemption	OPPOSE		Quintana PC	2 YR BILL: ASM - TRANS 4/26/19 Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/4/2019)(May be acted upon Jan 2020) 4/26/19 A-2 YEAR	2/12/19
AB 1500 (Carrillo) Hazardous substances	SUPPORT (Previously SUPPORT WITH AMENDMENTS)	* <u>Amends achieved</u> : To ensure coordination among regulatory agencies, South Coast AQMD proposed amendment to Health & Safety Code Sect. 25404.1.1 subdivision (o), paragraph (3) on Page 9, lines 18-19: "(o) This section does not do any of the following: (3) Restrict or limit in any way the authority of an air district as defined in section 39025 of this code." – Slightly revised amendment language adopted.	Quintana DPG	SENATE – 2 YEAR 8/30/19 In committee: Held under submission. 8/12/19 S-APPR. SUSPENSE FILE	6/21/19
SB 216 (Galgiani) Carl Moyer Memorial Air Quality Standards Attainment Program: used heavy-duty truck exchange	SUPPORT IF AMENDED	* <u>Amends achieved</u> : To ensure that truck exchange resulted in actual emission reductions, South Coast AQMD recommended following amendment: "(5) Requires new vehicles purchased as part of the program to meet or emit less than at least one of the optional low-NOx engine standards, as adopted by the State Air Resources Board. – Similar language was adopted in bill: See Page 3, line 17-21: FURTHER BILL AMENDMENTS WERE BEING NEGOTIATED. Bill requires vehicles purchased as part of truck exchange to	Quintana PC	ASSEMBLY – 2 YEAR 8/30/19 August 30 hearing: Held in committee and under submission.	7/11/19

LEGISLATION 2019 – Position Bills & Technical Input/Key Tracked Bills

		<p>remain in state for vehicles' entire project life. This is more stringent than Program's requirements, which require only 51% of project life. <u>South Coast AQMD recommends following amendment:</u></p> <p>"(4) Requires vehicles purchased to remain in the state during the vehicles' project life, consistent with the requirements of the program and existing state regulations." To further ensure emission reductions, <u>following amendment was proposed:</u></p> <p>"(6) Requires owners of fleets purchasing a new vehicle as part of the program, to sell or otherwise provide its existing vehicle to the owner of a vehicle that is either higher emitting than the vehicle being transferred, or older, if the two vehicles are certified at the same emission standard. The higher emitting or older vehicle then shall either be scrapped or permanently moved out of state."</p>			
<p>SB 633 (Stern) Toxic substances: cleanup standards</p>	<p>NO POSITION (Previously SUPPORT)</p>	<p>*Bill language was completely replaced.</p>	<p>Gonsalves PC</p>	<p>ASSEMBLY 9/15/19 Failed Deadline pursuant to Rule 61(a)(15). (Last location was E.S. & T.M. on 9/6/2019)(May be acted upon Jan 2020) --9/15/19 A-2 YEAR</p>	<p>9/6/19</p>
<p>AB 1299 (Salas) Petroleum refineries: air monitoring systems</p>	<p>N/A</p>	<p>*Late session gut and amend bill.</p>	<p>CA Advisors PC</p>	<p>SENATE 9/15/19 Failed Deadline pursuant to Rule 61(a)(15). (Last location was THIRD READING on 9/12/2019)(May be acted upon Jan 2020) -9/15/19 S-2 YEAR</p>	<p>9/10/19</p>
<p>AB 1714 (Aguilar-Curry) Emissions limitations: wine fermentation</p>	<p>N/A</p>	<p>*Late session gut and amend bill.</p>	<p>Gonsalves PC</p>	<p>SENATE 9/15/19 Failed Deadline pursuant to Rule 61(a)(15). (Last location was E.Q. on 9/10/2019)(May be acted upon Jan 2020) -9/15/19 S-2 YEAR</p>	<p>8/28/19</p>

LEGISLATION 2019 – Position Bills & Technical Input/Key Tracked Bills

PENDING GOVERNOR ACTION

<u>Bill /Author/Title</u>	<u>Position</u>	<u>Proposed Amendments/Suggestions</u>	<u>Assigned Consultant/Lead Staff</u>	<u>Upcoming Hearings/Status</u>	<u>Date Last Amended</u>
AB 142 (C. Garcia) Lead-acid batteries	SUPPORT		Gonsalves DPG	ASSEMBLY 9/12/19 Enrolled and presented to the Governor at 3:30 p.m. 9/12/19 A-ENROLLED	8/13/19
AB 285 (Friedman) California Transportation Plan	SUPPORT (Previously SUPPORT WITH AMENDMENTS)	* <u>Amends achieved</u> : Negotiated with the author’s office, committee staff and stakeholders and ensured that the bill’s new requirement that the California Transportation Plan state how it is consistent with and supports attaining air quality standards will be properly referenced in state law. See Page 4, lines 10-23.	CA Advisors PC	ASSEMBLY 9/12/19 Enrolled and presented to the Governor at 3:30 p.m. 9/12/19 A-ENROLLED	8/30/19
AB 1578 (Rivas) School Pavement to Parks Grant Program	N/A	* <u>Technical Input Resulted in Positive Outcome</u> : South Coast AQMD requested technical amendments to bill to clarify how air quality is being referenced with respect to program implementation. -- Author deleted problematic air quality reference in bill.	CA Advisors PC	ASSEMBLY 9/25/19 Enrolled and presented to the Governor at 3:30 p.m. 9/25/19 A-ENROLLED	8/30/19