



South Coast Air Quality Management District



21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

REVISED

LEGISLATIVE COMMITTEE MEETING

Committee Members

Mayor Judith Mitchell, Chair
Council Member Joe Buscaino, Vice Chair
Dr. William A. Burke
Dr. Clark E. Parker, Sr.
Supervisor V. Manuel Perez
Supervisor Janice Rutherford

**February 8, 2019 ♦ 9:00 a.m. ♦ Conference Room CC-8
21865 Copley Drive, Diamond Bar, CA 91765**

TELECONFERENCE LOCATIONS

11461 West Sunset Boulevard Brentwood Room 1 Los Angeles, CA 90049	200 N Spring Street Room 410 Los Angeles, CA 90012
73-710 Fred Waring Drive Suite 222 Palm Desert, CA 92260	8575 Haven Avenue Suite 110 Rancho Cucamonga, CA 91730

(The public may attend at any location listed above.)

Call-in for listening purposes only is available by dialing:

Toll Free: 866-244-8528

Listen Only Passcode: 5821432

In addition, a webcast is available for viewing and listening at:

<http://www.aqmd.gov/home/library/webcasts>

AGENDA

Members of the public may address this body concerning any agenda item before or during consideration of that item (Gov't. Code Section 54854.3(a)). Please provide a Request to Address the Committee card to the Committee Secretary if you wish to address the Committee on an agenda item. If no cards are available, please notify SCAQMD staff or a Board Member of your desire to speak. All agendas for regular meetings are posted at District Headquarters, 21865 Copley Drive, Diamond Bar, California, at least 72 hours in advance of the regular meeting. Speakers may be limited to three (3) minutes each.

CALL TO ORDER

DISCUSSION ITEMS (Items 1 through 4):

1. Update and Discussion on Federal Legislative Issues
(No Motion Required)
Consultants will provide a brief oral report of Federal legislative activities in Washington DC.
[Attachment 1 - Written Reports]

Amelia Jenkins
Kaleb Froehlich
Cassidy & Associates *pgs 5-6*

Mark Kadesh
Kadesh & Associates, LLC *pgs 7-8*

Gary Hoitsma
Carmen Group *pgs 9-10*
2. Update and Discussion on State Legislative Issues
(No Motion Required)
Consultants will provide a brief oral report on State legislative activities in Sacramento.
[Attachment 2 - Written Reports]

Will Gonzalez
California Advisors, LLC *pgs 11-13*

Jason Gonsalves
Paul Gonsalves
Joe A. Gonsalves & Son *pgs 14-17*

David Quintana *pg 18*
Quintana, Watts and Hartman
3. Update on Proposed Legislation Regarding a Sales Tax Increase Authorization Ballot Measure for Air Quality Funding
(No Motion Required)
Staff will provide an update regarding the proposed legislation relating to a sales tax increase ballot measure within the South Coast Air District. This measure would be focused on raising funds for significant reduction of air pollution in the South Coast region, in support of the 2016 AQMP.

Philip Crabbe
Public Affairs Manager
Legislative, Public Affairs & Media
4. Public Survey Relating to a Potential Sales Tax Increase Ballot Measure for Air Quality Funding
(No Motion Required)
Staff will provide results from a public survey that was conducted by Fairbank, Maslin, Maullin, Metz & Associates, relating to a potential sales tax increase ballot measure within the South Coast Air District, for which legislative authorization is sought. This measure would be focused on raising funds for significant reduction of air pollution in the South Coast region, in support of the 2016 AQMP.

Derrick J. Alatorre
Deputy Executive Officer
Legislative, Public Affairs & Media
pgs 58-68 - ppt
pgs 69-158 - Survey

ACTION ITEMS (Item 5):

5. Recommend Position on State Bills

(Motion Requested)

This item is to seek approval from the committee on staff's recommendation for position on the following bills:

[Attachment 3]

<u>Bill#</u>	<u>Author</u>	<u>Bill Title</u>		
SB 1	Atkins	California Environmental, Public Health, and Workers Defense Act of 2019	Philip Crabbe	pgs 19-35
AB 142	C. Garcia	Lead-acid batteries	Denise Gailey Public Affairs Manager Legislative, Public Affairs & Media	pgs 36-52

WRITTEN REPORTS:

6. Report from the SCAQMD Home Rule Advisory Group

pgs 53-57

(No Motion Required)

The item provided is the written report of HRAG's updates as input to the Legislative Committee.

[Attachment 4 - Written Report]

OTHER MATTERS:

7. Other Business

Any member of this body, or its staff, on his or her own initiative or in response to questions posed by the public, may ask a question for clarification, may make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter, or may take action to direct staff to place a matter of business on a future agenda. (Govt. Code Section 54954.2)

8. Public Comment Period

At the end of the regular meeting agenda, an opportunity is provided for the public to speak on any subject within the Legislative Committee's authority that is not on the agenda. Speakers may be limited to three (3) minutes each.

9. **Next Meeting Date** – Friday, March 8, 2019 at 9:00 a.m.

ADJOURNMENT

Document Availability

All documents (i) constituting non-exempt public records, (ii) relating to an item on an agenda for a regular meeting, and (iii) having been distributed to at least a majority of the Committee after the agenda is posted, are available prior to the meeting for public review at the South Coast Air Quality Management District, Public Information Center, 21865 Copley Drive, Diamond Bar, CA 91765.

Americans with Disabilities Act

The agenda and documents in the agenda packet will be made available, upon request, in appropriate alternative formats to assist persons with a disability (Gov't Code Section 54954.2(a)). Disability-related accommodations will also be made available to allow participation in the Legislative Committee meeting. Any accommodations must be requested as soon as practicable. Requests will be accommodated to the extent feasible. Please contact Jeanette Short at (909) 396-2942 from 7:00 a.m. to 5:30 p.m., Tuesday through Friday, or send the request to jshort1@aqmd.gov.

ATTACHMENT 1

CASSIDY&ASSOCIATES

733 Tenth Street, N.W., Suite 400
Washington, DC 20001-4886

(202) 347-0773
www.cassidy.com

To: South Coast Air Quality Management District

From: Cassidy & Associates

Date: January 24, 2019

Re: Federal Update

Issues of Interest to SCAQMD

Government Shutdown Update:

Nine Federal Departments and Agencies including the EPA, DOI, FDA and IRS have been shutdown for over a month with no discernable end to the shutdown imminent. The focus of the 116th Congress on ending the shutdown has slowed the organization of the new Democratic majority in the House and held up legislation in the Senate.

EPA Administrator Confirmation Hearing

Despite the shutdown, on January 17, 2019 Environment and Public Works Chairman John Barrasso moved forward with a confirmation hearing for EPA Acting Administrator Andrew Wheeler. The hearing was well attended by both Democrats and Republicans.

In his opening statement Chairman John Barrasso (R-WY) acknowledged that Wheeler had previously been confirmed by the Committee to serve as the Deputy Administrator of the EPA in April 2018 and has served as the Acting Administrator of the Agency for six months. He noted that Wheeler's leadership of the Agency has resulted in significant actions to protect the environment and promote economic growth. He referenced that under Wheeler, the EPA has worked on several common-sense regulatory proposals, included proposed revisions to the Waters of the United States (WOTUS) and rulemaking and implementation of the Toxic Substances Control Act (TSCA) in an effective and efficient manner. Chairman Barrasso also noted the EPA's work on lead exposure issues and efforts to promote greater regulatory certainty and improved enforcement and compliance efforts. He emphasized that Wheeler is well qualified to fill this role and will bring a wealth of experience and expertise to the position.

Ranking Member Thomas Carper (D-DE) noted that the Federal Vacancies Act allows Wheeler to serve as both Acting Administrator and Deputy Administrator of the EPA for an additional 203 days and cited his concern that the Committee is rushing to move forward with his confirmation process during a shutdown. He noted that a number of furloughed EPA employees have been asked to work without pay to prepare the Acting Administrator for this hearing, and said that a speedy confirmation is not more important than the need to ensure the protection of clean air, water and lands. Ranking

Member Carper said that as Acting Administrator, Wheeler has engaged more successfully with Congress and the EPA staff than his predecessor. However, he spoke about the ongoing challenge posed by vehicle emissions and the Trump Administration's efforts to weaken predetermined rules, such as the removal of the legal underpinnings for air quality and toxicity standards. The Ranking Member emphasized that the auto industry, members of Congress and other stakeholders have repeatedly asked for a compromise on a deal between automakers and California on fuel economy and GHG tailpipe standards. He said that he has heard that the Trump administration now plans to finalize a 0.5 percent annual increase in the stringency of the standards, a rate that is 10 times weaker than the current rules. He said that Wheeler's actions show his lack of commitment to protecting the environment and to working with industry partners.

During the Question and Answer portion of the hearing, several Democrats asked the Acting Administrator about the CAFE proposal and car emissions. There were no direct inquiries on the record related to the NOx rule.

The Committee vote on Wheeler's confirmation is scheduled for February 5.

EPA Shutdown Update:

EPA remains almost entirely shutdown as the Interior/EPA Appropriations bill remains outstanding as part of the partial government shutdown. Only 845 of the 13,972 EPA employees are retained for purposes of protecting life and property and/or performing activities required by law. EPA is updating its contingency plan as we speak to increase the number of excepted employees to 891, or 6.37% of its workforce. Among those excepted employees are political appointees tasked with preparing Acting Administrator Wheeler prepare for his confirmation hearing, which was held on January 16. But enforcement activities such as inspections of point sources are not being conducted. While the shutdown persists, comment periods that were already open remain in effect (e.g., their final submission dates will not automatically be pushed back). But EPA cannot formally kick off any new comment periods for rulemakings that may have been close to the Federal Register publication stage. This limitation is apparently affecting EPA's timeline goals for rollbacks of both the 2012 MATS limits for power plants and WOTUS, as both were expected for formal publication in late December/early January.

Select Committee on the Climate Crisis

Representative Kathy Castor (Florida) will chair a new select committee entitled the Select Committee on the Climate Crisis in the 116th Congress. In the 115th Congress, Castor was the Vice Ranking Member on the Energy and Commerce Committee which holds jurisdiction over matters relating to air quality in the House of Representatives. While Castor's leadership of the new select committee will help inform and move the debate on a variety matters related to clean air and environmental justice, the Committee is not expected to hold any formal legislative authority. However, the Select Committee will be having a number of field hearings throughout the country. Members to the Select Committee have not yet been assigned.

**SCAQMD Report for February 2019 Legislative Meeting covering January 2019
Kadesh & Associates**

Overview

As has been widely reported, Congress and the White House failed to agree on legislation to fund the balance of the FY19 appropriations bills or on an additional Continuing Resolution to fund the government. As a result, a partial government shutdown has been in effect since midnight of December 21. Recall, Congress has not passed seven of the annual appropriations bills: *Ag, Commerce-Justice, Financial Services, Foreign Operations, Homeland Security, Interior, and Transportation-HUD*. The contentious issue is funding for the President's proposed border wall and neither side appears anxious to resolve the issue.

Legislative Action to Reopen the Unfunded Federal Agencies

On January 24, the Senate took cloture votes on two amendments to the House-passed continuing resolution (which would fund the closed portions of the federal government through February 8) and a disaster supplemental appropriations package. Both failed. The first cloture vote was on the Administration's proposal that would have extended Deferred Action for Childhood Arrivals (DACA) and Temporary Protected Status (TPS) for three years in exchange for \$5.7 billion for the wall and/or border structure. The amendment also included the conference reports for the seven remaining Fiscal Year (FY) 2019 appropriations bills (Agriculture, Commerce-Justice, Financial Services, Homeland, Interior, State/Foreign, and Housing and Urban Development) and an emergency supplemental appropriations package that contains over \$12 billion in funding for wildfire and hurricane relief. This cloture vote failed by a vote of 50-47.

The second cloture vote was on an amendment offered by Minority Leader Senator Schumer that was more or less identical to the underlying bill. It contained a continuing resolution through February 8 and a disaster supplemental appropriations package with over \$12 billion in funding for wildfire and hurricane relief. This cloture vote failed by a vote of 52-44. Note that 5 Republicans voted with Democrats.

Following the failure of both amendments, Senators McConnell and Schumer met to determine a path forward. As of this writing (Jan. 24) the general consensus is that they will offer a straight 3-week Continuing Resolution (CR). It is unclear how the Administration will react. The House has now taken ten votes on FY19 appropriations measures since the beginning of January. On January 24, the House voted 231 – 180 on H.J.Res. 31, which would provide for continuing appropriations through February 28 for the Department of Homeland Security.

The House was originally considering voting on a full-year appropriations bill for FY19 Homeland Security, but the legislation was not finalized in time for consideration. Staff is expected to finalize that legislation before the end of January. It is reported that the bill could include up to \$5.7 billion in funding for border security, but no funds would be made available for the construction of any new border wall/fencing.

Major Action in January

The Speaker postponed her invitation to the President to deliver the State of the Union address previously scheduled for January 29 until the federal government reopens. Four Members of the California delegation are now full committee chairs: Financial Services-Maxine Waters; House Administration-Zoe Lofgren; Intelligence-Adam Schiff; and Veterans' Affairs-Mark Takano.

*New House Committee Assignments for California Democrats as of 1/22/19 – Freshmen Members **bolded**.*

Agriculture: Salud Carbajal/ TJ Cox/Josh Harder /Jimmy Panetta	Education & Labor Committee: Josh Harder
Appropriations: Norma Torres	Energy & Commerce: Nanette Diaz Barragan
Armed Services: Gil Cisneros/Katie Hill	Financial Services: Katie Porter
Natural Resources: TJ Cox/Mike Levin	Foreign Affairs Committee: Jim Costa/Juan Vargas
Oversight & Gov't Reform: Ro Khanna/ Katie Hill/Harley Rouda	Judiciary: Lou Correa

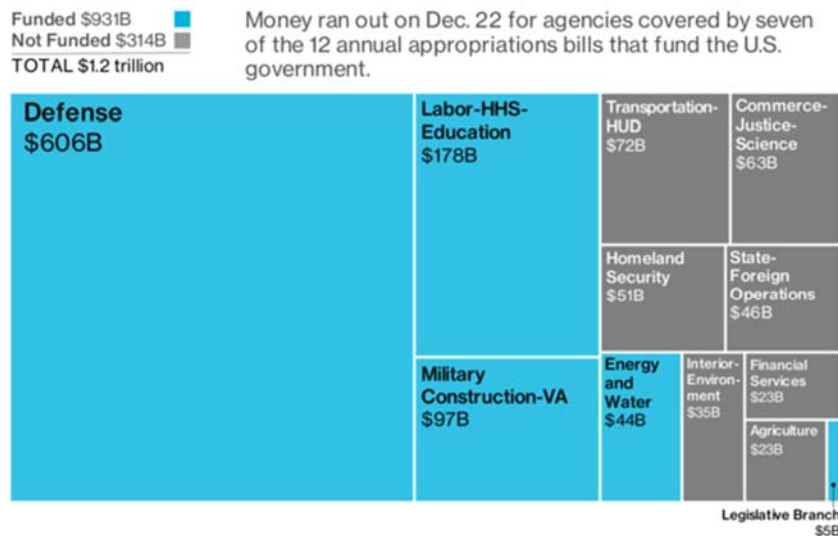
Science Committee: Katie Hill /Brad Sherman	Veterans Affairs: Gil Cisneros /Mike Levin
Transportation & Infrastructure: Salud Carbajal/ Harley Rouda	
Ways & Means: Jimmy Panetta/Jimmy Gomez	

Background:

The U.S. government runs on 12 appropriations bills passed each year by Congress and signed by the president. In fiscal years like this one, when all 12 bills aren't adopted by the Oct. 1 start of the fiscal year (only five were completed on time), Congress and the president keep the machinery of government running by passing short-term extensions called Continuing Resolutions (CRs). They followed that process this time in December, until President Trump demanded that any further extension include \$5.7 billion for his border wall.

Nine federal departments and agencies such as the Federal Aviation Administration, Environmental Protection Agency and Securities and Exchange Commission have been closed since Dec. 22, when their funding ran out. Other pieces of the government, notably the Defense Department, the Department of Labor and the Department of Education, are funded because Congress and Trump had managed to reach agreement on their 2019 appropriations. Still others, like the U.S. Postal Service and U.S. Federal Reserve, have funding streams separate from what Congress provides. In closed departments and agencies, only employees deemed "essential" report to work, and they won't be paid until the shutdown is over. Around 25 percent (as measured by funding, not agencies or people) of the US Government remains closed.

What's Funded and What Isn't



Generally speaking, government workers in law enforcement and public safety continue to work -- so air traffic control, medical care of veterans and federal criminal investigations are moving forward during the shutdown. But defining "essential" is more art than science, with individual departments -- and the political appointees who run them -- having a say over who comes to work and who stays home. In theory at least, a federal employee who works during a shutdown, but isn't supposed to, could face fines or a prison term under what's called the Antideficiency Act. At several otherwise closed agencies, the Trump Administration is leaning towards keeping many functions operating, albeit at minimal levels.

Source: Congressional Budget Office
 Notes: Based on House subcommittee allocations. Numbers reflect regular discretionary appropriations subject to spending caps and exclude overseas contingency operations funding.

Bloomberg

Federal employees will get paid via legislation passed by Congress, and signed by

the President. Contractors are not guaranteed payment for time that the agencies they serve are closed.

Kevin Hassett, Chairman of the White House Council of Economic Advisers, said the shutdown will cut U.S. economic output by about 0.1 percent every two weeks. That's about in line with an estimate by Bloomberg economists that a government shutdown that lasted two and a half weeks in 2013 subtracted 0.30 percentage point from quarterly gross domestic product.

There have been 13 shutdowns since 1981, ranging from one to 21 days, including a three-day one last January. The longest shutdown until now was 21 days in December 1995 and January 1996.

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

MEMORANDUM

To: South Coast AQMD Legislative Committee

From: Carmen Group

Date: January 25, 2019

Re: Federal Update -- Executive Branch

Agreement Provides Temporary End to Government Shutdown: On January 25, the President announced an agreement with Congressional leaders to at least temporarily end the 35-day partial government shutdown. The agreement provides funding to open the government for three weeks through February 18 without any conditions, during which time negotiations on border security issues are to continue. The President said that if no acceptable agreement on border security is reached by Feb. 18, either the shutdown would be reinstated or presidential emergency powers might be invoked under which funding for border barriers and related security measures could be spent without direct Congressional approval, though likely not without extended litigation brought by opponents of the President's plan. The agreement provides back pay for affected federal workers, relieving some of the immediate pressures caused by the shutdown. The agreement also would seem to clear the way to green-light the traditional annual State of the Union Address, the timing of which had been in doubt so long as the shutdown continued. The agreement came one day after the Senate voted on, but failed to approve, two competing measures (one Republican and one Democratic) designed to permanently end the shutdown on differing terms.

Senate Committee Holds Confirmation Hearing on EPA's Andrew Wheeler: On January 16, the Senate Environment & Public Works Committee held a three-hour hearing on the nomination of Andrew Wheeler to be Administrator of the Environmental Protection Agency. Wheeler, who is currently serving as EPA Acting Administrator, came across as low-key, knowledgeable, and non-confrontational. The expectation is that he will eventually be confirmed in the Republican Senate. For the most part, Committee Democrats expressed disagreement with many aspects of Trump Administration environmental policies, yet were mostly complimentary of Wheeler's demeanor and willingness to listen and discuss opposing points of view. Wheeler argued that the Administration's revised rules on power plant emissions, CAFÉ standards, and Mercury and Air Toxics standards were more in line with the specific requirements of the Clean Air Act and therefore better able to be legally justified. Wheeler highlighted the Clean Trucks Initiative as a major positive for the agency in addressing air pollution in cooperation with the states and the private sector. On CAFÉ, Wheeler said he was sincere in wanting to work for a 50-state solution in cooperation with California. But he offered nothing new to suggest any breakthrough on the issue was imminent. He said the agency is working toward a March 30 deadline to finalize the rule.

Proven Process. Proven Results.™

White House Holds Internal Meeting on Infrastructure: On January 15, senior staff at the White House, led by National Economic Council Chair Larry Kudlow, held an hour-long meeting to begin charting a path for some form of infrastructure package in the coming year. According to leaked reports about the closed-door meeting, various options were discussed including how to address the issue in the State of the Union Address and possible “pay-fors” such as a hike in the gas tax, where there remains considerable opposition both inside and outside the White House. It was apparently left undecided whether the President would lead with his own specific proposal as he did with little success in 2018, or defer to Congress to take the lead. The President has said he still wants a large proposal in the \$1 trillion range but is now less enamored with any heavy emphasis on public private partnerships as was included in his previous proposal.

Meanwhile, newly emboldened Democrats in the House appear to be moving forward with their own ideas on infrastructure and it is expected the House Transportation Infrastructure Committee and the House Ways and Means Committee will be looking to address infrastructure policy and funding issues in the coming weeks.

One infrastructure-related idea that appears to be gaining some support is a proposal to implement a nationwide pilot program to test a vehicle –miles-traveled (VMT) tax. In a January 24 letter to members of Congress, a group of 18 organizations -- led by the conservative Competitive Enterprise Institute -- urged support for such a program in the context of preserving what it called “the longstanding users-pay-users-benefit principle” as a way to best shore up the future of the Highway Trust Fund.

US Settles with Fiat Chrysler Over Emissions Cheating: On January 10, the Department of Justice, the Environmental Protection Agency (EPA), and the State of California announced a settlement with Fiat Chrysler for alleged violations of the Clean Air Act and California law. Fiat Chrysler has agreed to implement a recall program to repair more than 100,000 noncompliant diesel vehicles sold or leased in the United States, offer an extended warranty on repaired vehicles, and pay a civil penalty of \$305 million to settle claims of cheating emission tests and failing to disclose unlawful defeat devices. Fiat Chrysler also will implement a program to mitigate excess pollution from these vehicles. The recall and federal mitigation programs are estimated to cost up to \$185 million. In a separate settlement with California, Fiat Chrysler will pay an additional \$19 million to mitigate excess emissions from more than 13,000 of the noncompliant vehicles in California. In addition, in a separate administrative agreement with the United States Customs and Border Protection, Fiat Chrysler will pay a \$6 million civil penalty to resolve allegations of illegally importing 1,700 noncompliant vehicles. The Environmental Protection Agency (EPA) and California settlement (EPA/California Settlement) resolves claims of EPA and California relating to Fiat Chrysler's use of defeat devices to cheat emission tests. Defeat devices are design elements (in this case, software functions) installed in vehicles that reduce the effectiveness of the emission control system during normal on-road driving conditions. The affected vehicles are model year 2014 through 2016 Ram 1500 and Jeep Grand Cherokee vehicles equipped with "EcoDiesel" 3.0-liter engines.

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ATTACHMENT 2

CALIFORNIA ADVISORS, LLC

SCAQMD Report
California Advisors, LLC
February 8, 2019 Legislative Committee Hearing

General Update

As Governor Newsom looks to complete his first month in office, we have begun to see him continue to fill out his administration and have seen a glimpse into his priorities moving forward through his first budget proposal.

As Governor Newsom has started to settle into the horseshoe, he has filled several key positions around him including those that will advise him on environmental issues. He appointed Rachel Machi Wagoner to serve as Deputy Legislative Secretary and who will handle issues related to air quality, climate, and environmental protections. She was previously the Chief Consultant for the Senate Committee on Environmental Quality.

On January 10th, Governor Newsom submitted his first budget proposal. While significant, the proposal is the beginning of a long process that will play out with legislative hearings and a revision released by the Governor in May ("May Revise"). The package, with legislative adjustments, must be finalized by June 15th in time for the Governor to sign the package and the new fiscal year to begin on July 1st. Budget overview hearings will be scheduled in the next couple of weeks with subcommittee hearings scheduled in March/April.

Of note, in this first proposal, the Governor laid out his 2019-20 Cap and Trade Expenditure Plan which included \$637 million dollars of the total \$1.001 billion in cap and trade funding allocated to the Air Resources Board. This figure included \$200 million allocated to AB 617 incentives, \$200 million for Clean Vehicle Rebate Project, \$132 million for Clean Trucks, Buses, and Off-Road Freight Equipment, \$20 million allocated to AB 617 implementation (with an additional \$30 million from other funds), and \$10 million allocated for technical assistance to community groups.

In other news, the California Assembly has gained another Democrat to their ranks raising their number to 61 in the lower house. San Diego Assemblymember Brian Maienschein has announced he will be switching from the Republican Party to the Democratic Party.

New appointments

Senator Bill Monning (D-Carmel): Was appointed to the California Air Resources Board. He fills the vacancy created by Senate Ricardo Lara when he was elected as Insurance Commissioner.

Wade Crowfoot (D-Oakland): Was appointed Secretary of the California Natural Resources Agency. Previously, he was the chief executive officer for the Water Foundation from 2016 to 2018. He also served as a deputy cabinet secretary and senior advisor to Governor Edmund G. Brown Jr. from 2013-2016.

2019 Legislative Update

Sales Tax Ballot Initiative Authorization

California Advisors continues preparation for the introduction of SCAQMD's priority legislation in 2019 related to sales tax authority. We are in the process of working with legislative counsel to draft bill language. We have also assisted SCAQMD staff in reaching out to key staff in the Governor's office, Assembly and Senate leadership, and legislators to start having productive conversations on moving this legislation forward in 2019.

AB 40 (Ting) would require by January 1, 2021 the Air Resources Board to develop a comprehensive strategy to ensure that the sale of new motor vehicles and new light-duty trucks in the state have transitioned fully to zero-emission vehicles by 2040.

AB 210 (Voepel) would exempt from the smog check program all motor vehicles manufactured prior to the 1983 model-year and all diesel-powered vehicles prior to the 1983 model-year with a gross vehicle weight rating of 14,001 pounds or greater.

AB 254 (Quirk-Silva) would authorize the Joint Legislative Committee on Climate Change Policies to recommend that the Air Resources Board provide education and support to local government regarding their local government climate action plans, such as ensuring the use of E85 in flexible fuel vehicles, expanding infrastructure for zero-emission vehicles, and enabling active transportation. The bill would also require the Air Resources Board to develop a simple, factual summary on the distribution of E85 and flexible fuel vehicle registration by April 1, 2020 and would require them to post that summary on their website. The bill also requires the state board to develop policy recommendations to maximize the use of E85 in flexible fuel vehicles.

SB 43 (Allen) would require the Air Resources Board to submit a report to the Legislature on the results of a study, to propose, and to determine the feasibility and practicality of a system to replace the tax imposed pursuant to the Sales and Use Tax

Law with an assessment on retail products sold or used in the state based on the carbon intensity of the product. The bill would require the state board to revise their 2017 scoping plan to reflect the carbon emission reduction benefits that may be realized through this assessment based on carbon intensities of products.



Joe A. Gonsalves & Son

Anthony D. Gonsalves

Jason A. Gonsalves

Paul A. Gonsalves

PROFESSIONAL LEGISLATIVE REPRESENTATION

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916 441-0597 · FAX 916 441-5081

Email: gonsalves@gonsalvi.com

TO: South Coast Air Quality Management District

FROM: Anthony, Jason & Paul Gonsalves

SUBJECT: Legislative Update – January 2019

DATE: Tuesday, January 29, 2019

January 7, 2019 marked the first day of session for the 2019-2020 legislative session. Not only does California have a new Governor who was sworn in on January 7, 2019, but the State Assembly recently grew to 61 Democrats.

REPUBLICAN SWITCHES TO DEMOCRAT

On January 24, 2019, San Diego Assemblyman Brian Maienschein, who has served in the Legislature for 6 years as a republican, announced that he has left the California Republican Party and re-registered as a Democrat.

The unexpected decision, announced at a brief Capitol news conference just after the Assembly floor session, boosts the Assembly Democratic caucus to 61. Republicans now hold just 19 seats.

Assemblymember Maienschein said his votes on key issues have “shifted to the left” as the GOP agenda moved in the opposite direction. He cited a number of issues — gun control, immigration, abortion and LGBTQ rights — where he said he was no longer in sync with Republicans.

Assemblymember Maienschein is the 5th member of the Assembly to change parties while in office since 1995. It is also not the first time the San Diego region has seen one of its Assembly members change parties. Assemblymember Maienschein represents some of the same communities as did Nathan Fletcher, a former Republican who became an independent in 2012 and later a Democrat. Fletcher was elected to the San Diego County Board of Supervisors in November 2018.

GOVERNOR APPOINTMENTS

Governor Gavin Newsom announced the appointment of Nathan Fletcher to the California Air Resources Board. Nathan Fletcher, 42, of San Diego, has been a member of the San Diego County Board of Supervisors and the San Diego County Air Pollution Control District since 2019. Since 2013, Fletcher has been a professor of practice in political science at the University of California, San Diego. Fletcher was senior director for global strategic initiatives at Qualcomm from 2013 to 2017. He served as a member of the California State Assembly from 2008 to 2012 and was a member of the United States Marine Corps from 1997 to 2007. He is a member of the San Diego Metropolitan Transit System Board of Directors, the Regional Task Force on the Homeless, and the San Diego Association of Governments' Transportation Committee. This position requires Senate confirmation and there is no compensation.

The Governor also announced 3 appointments to the Commission on Catastrophic Wildfire Cost and Recovery. The five-member commission was established within the Governor's Office of Planning and Research as a result of last year's Senate Bill 901 and requires that the commission hold public meetings with the purpose of evaluating the short- and long-term costs of catastrophic wildfires to the state. The Governor appoints three members to the commission while the Senate Committee on Rules and the Speaker of the Assembly each appoint one member.

Dave Jones, 57, of Sacramento, has been appointed to the Commission on Catastrophic Wildfire Cost and Recovery. Jones served as the California Insurance Commissioner from 2011 to 2019. Prior to his service as Insurance Commissioner, Jones served as a member of the California State Assembly from 2001 to 2010 and of the Sacramento City Council from 1999 to 2001. He was Counsel to U.S. Attorney General Janet Reno from 1996 to 1998, as well as White House Fellow to the U.S. Attorney General from 1995 to 1996. From 1989 to 1995, Jones was an attorney with Legal Services of Northern California, representing low-income families and individuals in affordable housing, civil rights and other legal matters. This position does not require Senate confirmation and there is no compensation.

Michael A. Kahn, 69, of San Francisco, has been appointed to the Commission on Catastrophic Wildfire Cost and Recovery. Kahn has been of counsel at Crowell and Moring LLP since 2009 and was senior counsel at Folger Levin and Kahn LLP from 1979 to 2009. Kahn served as Chair of the California Independent System Operator from 2001 to 2005, Chair of the California Electricity Oversight Board from 2000 to 2001, member of the California State Insurance Commissioner Task Force on Environmental Liability Insurance from 1993 to 1994, member of the California State Insurance Commissioner Task Force on Insurance Industry Practices in 1993 and Commissioner on the California State Senate Commission on Property Tax Equity and Revenue in 1990. This position does not require Senate confirmation and there is no compensation.

Carla Peterman, 40, of Oakland, has been appointed to the Commission on Catastrophic Wildfire Cost and Recovery. Peterman served as a member of the California Public Utilities Commission from 2013 to 2018. She served as a member of

the California Energy Commission from 2011 to 2012. Peterman was a researcher at the University of California Energy Institute from 2006 to 2011, researcher at the Lawrence Berkeley National Laboratory from 2008 to 2010, and a business analyst at Isles from 2004 to 2005. Peterman was an associate in the Investment Banking Division at Lehman Brothers from 2002 to 2004. She earned a Doctor of Philosophy degree in energy and resources from the University of California, Berkeley and Master of Science in environmental change and management and Master of Business Administration degrees from the University of Oxford. This position does not require Senate confirmation and there is no compensation.

CARB – PRODUCT VIOLATIONS

3 companies paid \$1,436,252 to the California Air Resources Board (CARB) for failing to comply with the state's consumer products clean air regulations. The companies are Kraft Heinz Foods Co., Mothers Polishes, Waxes, Cleaners Inc., and CRC Industries Inc. All 3 were selling cleaning products in California that violated air quality regulations.

The violations were all discovered during routine inspections by CARB. Enforcement staff regularly purchase samples of cleaning and other consumer products from retail shelves and test them in the CARB lab to determine if the products comply with air quality regulations.

Neither Kraft Heinz Foods, nor Mothers Polishes, has a history of past violations and CRC is considered a "good actor," going above and beyond with corrective actions. A toxic compound was found in the CRC products case, while the Kraft Heinz Foods and Mothers Polishes tests showed concentrations of volatile organic compounds (VOCs) exceeding the allowed limit for the product. VOCs combine with nitrogen oxide in sunlight to form smog.

2019 LEGISLATIVE CALENDAR

Jan. 1 Statutes take effect

Jan. 7 Legislature reconvenes

Jan. 10 Budget must be submitted by Governor

Jan. 21 Martin Luther King, Jr. Day.

Jan. 25 Last day to submit bill requests to the Office of Legislative Counsel.

Feb. 22 Last day for bills to be introduced

Apr. 11 Spring Recess begins upon adjournment

Apr. 22 Legislature reconvenes from Spring Recess

Apr. 26 Last day for policy committees to meet and report to fiscal committees fiscal bills introduced in their house

May 3 Last day for policy committees to meet and report to the floor non-fiscal bills introduced in their house

May 10 Last day for policy committees to meet prior to June 3

May 17 Last day for fiscal committees to meet and report to the floor bills introduced in their house. Last day for fiscal committees to meet prior to June 3

May 28-31 Floor session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees

May 31 Last day for each house to pass bills introduced in that house

June 3 Committee meetings may resume

June 15 Budget Bill must be passed by midnight

July 10 Last day for policy committees to hear and report fiscal bills to fiscal committees

July 12 Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment

Aug. 12 Legislature reconvenes from Summer Recess

Aug. 30 Last day for fiscal committees to meet and report bills

Sept. 3-13 Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees

Sept. 6 Last day to amend bills on the floor

Sept. 13 Last day for any bill to be passed. Interim Recess begins upon adjournment

QW | QUINTANA, WATTS, &H | & HARTMANN

January 28, 2019

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

GENERAL UPDATE:

- The Legislature reconvened on January 7th
- 489 bills introduced to date (not including resolutions and rules)
 - 299 Assembly Bills
 - 6 Assembly Constitutional Amendments
 - 181 Senate Bills
 - 3 Senate Constitutional Amendments
- Legislation of Interest:
 - AB 40 (Ting) - Zero-emission vehicles: comprehensive strategy
 - AB 126 (Cooper) - Air Quality Improvement Program
 - AB 176 (Cervantes) - California Alternative Energy and Advanced Transportation Financing Authority
 - SB 1 (Atkins) - California Environmental, Public Health, and Workers Defense Act of 2019
 - SB 162 (Galgiani) - California Alternative Energy and Advanced Transportation Financing Authority: sales and use taxes: exclusions

POLITICAL ITEMS OF NOTE:

- Jared Blumenfeld has been appointed by Governor Newsom to the California Environmental Protection Agency.
- Senator Bill Monning has been appointed by Senate Pro Tem Toni Atkins to the California Air Resources Board.
- Nathan Fletcher has been appointed by Governor Newsom to the California Air Resources Board.

ATTACHMENT 3

SB 1 (Atkins)

California Environmental, Public Health, and Workers Defense Act of 2019.

Summary: This bill would require various agencies, including the California Air Resources Board (CARB), to take certain actions regarding federal requirements and standards pertaining to air, water, protected species, and workers' rights and safety, respectively, with the focus of ensuring that continued protections exist for the environment, including air quality, natural resources, and public health in the state even if applicable federal laws are undermined, amended, or repealed.

Background: The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate.

Existing state law regulates the discharge of air pollutants into the atmosphere. The Porter-Cologne Water Quality Control Act regulates the discharge of pollutants into the waters of the state. The California Safe Drinking Water Act establishes standards for drinking water and regulates drinking water systems. The California Endangered Species Act requires the Fish and Game Commission to establish a list of endangered species and a list of threatened species, and generally prohibits the taking of those species.

Existing law provides for the enforcement of laws regulating the discharge of pollutants into the atmosphere and waters of the state. Existing law provides for the enforcement of drinking water standards. Existing law provides for the enforcement of the California Endangered Species Act. Existing federal and state law generally establishes standards for workers' rights and worker safety.

Status: 1/16/2019 -- Referred to Sen. Comms. on EQ., N.R. & W., and JUD.

Specific Provisions: Specifically, this bill would:

- 1) Require CARB to regularly assess proposed and final changes to federal standards.
- 2) Require that at least quarterly, CARB shall publish a list of changes made to the federal standards and provide an assessment on whether a change made to the federal standards is more or less stringent than the baseline federal standards.
- 3) Provide that "Baseline federal standards" means federal standards in effect as of January 19, 2017;
- 4) Provide that if CARB determines that a change to the federal standards is less stringent than the baseline federal standards, it shall consider whether it should adopt

- the baseline federal standards as a measure in order to maintain the state’s protections to be at least as stringent as the baseline federal standards;
- 5) Require CARB to publish its list, assessment, and consideration for adoption at least 30 days prior to a vote on adoption on its internet Web site for public comment.
 - 6) Provide that if CARB decides to adopt a measure, it shall adopt the measure either:
 - (a) As an emergency regulation; or
 - (b) By promulgation or amendment of a state policy, plan, or regulation.
 - 7) Authorize a person acting in the public interest to bring an action to enforce certain federal standards and requirements incorporated into the herein-mentioned state laws;
 - 8) Make its provisions inoperative as of January 20, 2025, and would repeal them as of January 1, 2026;
 - 9) Allow a state agency to adopt standards or requirements pursuant to this title, including, but not limited to, by emergency regulations;
 - 10) Determine that the adoption of emergency regulations in furtherance of this title shall be deemed an emergency and necessary for the immediate preservation of the public peace, health, and safety, or general welfare; and
 - 11) Determine that emergency regulations adopted by a state agency under this title shall not be subject to review by the Office of Administrative Law and shall remain in effect until revised or repealed by the state agency, or January 20, 2021, whichever comes first.

Impacts on SCAQMD’s Mission, Operations or Initiatives: The bill states that for over four decades, California and its residents have relied on federal laws, including the federal Clean Air Act, the Federal Water Pollution Control Act (Clean Water Act), the federal Safe Drinking Water Act, and the federal Endangered Species Act of 1973, along with their implementing regulations and remedies, to protect our state’s public health, environment, and natural resources.

The bill further explains that these federal laws establish standards that serve as the baseline level of public health and environmental protection, while expressly authorizing states like California to adopt more protective measures. The bill continues, that beginning in 2017, a new presidential administration and United States Congress have signaled a series of direct challenges to these federal laws and the protections they provide, as well as to the underlying science that makes these protections necessary, and to the rights of the states to protect their own environment, natural resources, and public health as they see fit. The bill concludes that it is therefore necessary for the Legislature to enact legislation that will ensure continued protections for the environment, natural resources, and public health in the state even if the federal laws mentioned above are undermined, amended, or repealed.

This bill is aligned with SCAQMD’s priorities to protect public health by reducing criteria pollutant and toxic emissions, as well as GHG emissions within the South Coast region. A weakening of air quality improvement and protection standards is contrary to the District’s

goal to ensure that public health is not negatively impacted by air pollution and climate change.

SCAQMD would like to work with the author regarding the following issues relating to the bill:

- 1) Determining the 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;
- 2) Identifying what is the best course of action when a new federal action both strengthens and weakens different parts of a new regulation, as it relates to CARB's duty to assess whether a change in federal standards is more or less stringent than the baseline federal standards; and
- 3) Clarifying the intent behind the sunset date year of 2021 for emergency regulations adopted by a state agency under this bill.

Recommended Position: SUPPORT

Introduced by Senators Atkins, Portantino, and SternDecember 3, 2018

An act to add and repeal Title 24 (commencing with Section 120000) of the Government Code, relating to state prerogative.

LEGISLATIVE COUNSEL'S DIGEST

SB 1, as introduced, Atkins. California Environmental, Public Health, and Workers Defense Act of 2019.

(1) The federal Clean Air Act regulates the discharge of air pollutants into the atmosphere. The federal Clean Water Act regulates the discharge of pollutants into water. The federal Safe Drinking Water Act establishes drinking water standards for drinking water systems. The federal Endangered Species Act of 1973 generally prohibits activities affecting threatened and endangered species listed pursuant to that act unless authorized by a permit from the United States Fish and Wildlife Service or the National Marine Fisheries Service, as appropriate.

Existing state law regulates the discharge of air pollutants into the atmosphere. The Porter-Cologne Water Quality Control Act regulates the discharge of pollutants into the waters of the state. The California Safe Drinking Water Act establishes standards for drinking water and regulates drinking water systems. The California Endangered Species Act requires the Fish and Game Commission to establish a list of endangered species and a list of threatened species, and generally prohibits the taking of those species.

This bill would require specified agencies to take prescribed actions regarding certain federal requirements and standards pertaining to air, water, and protected species, as specified. By imposing new duties on local agencies, this bill would impose a state-mandated local program.

(2) Existing law provides for the enforcement of laws regulating the discharge of pollutants into the atmosphere and waters of the state. Existing law provides for the enforcement of drinking water standards. Existing law provides for the enforcement of the California Endangered Species Act.

This bill would authorize a person acting in the public interest to bring an action to enforce certain federal standards and requirements incorporated into certain of the above-mentioned state laws if specified conditions are satisfied.

(3) Existing federal law generally establishes standards for workers' rights and worker safety.

Existing state law generally establishes standards for workers' rights and worker safety.

This bill would require specified agencies to take prescribed actions regarding certain requirements and standards pertaining to worker's rights and worker safety. The bill would authorize a person acting in the public interest to enforce standards and requirements related to worker's rights and worker safety, as provided.

(5) This bill would make its provisions inoperative as of January 20, 2025, and would repeal them as of January 1, 2026.

(6) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that with regard to certain mandates no reimbursement is required by this act for a specified reason.

With regard to any other mandates, this bill would provide that, if the Commission on State Mandates determines that the bill contains costs so mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. Title 24 (commencing with Section 120000) is
2 added to the Government Code, to read:

1 TITLE 24. CALIFORNIA ENVIRONMENTAL, PUBLIC
2 HEALTH, AND WORKERS DEFENSE ACT OF 2019

3
4 DIVISION 1. GENERAL PROVISION

5
6 120000. This title shall be known, and may be cited, as the
7 California Environmental, Public Health, and Workers Defense
8 Act of 2019.

9
10 DIVISION 2. ENVIRONMENT, NATURAL RESOURCES,
11 AND PUBLIC HEALTH

12
13 CHAPTER 1. FINDINGS AND DECLARATIONS

14
15 120010. The Legislature finds and declares all of the following:

16 (a) For over four decades, California and its residents have relied
17 on federal laws, including the federal Clean Air Act (42 U.S.C.
18 Sec. 7401 et seq.), the Federal Water Pollution Control Act (Clean
19 Water Act) (33 U.S.C. Sec. 1251 et seq.), the federal Safe Drinking
20 Water Act (42 U.S.C. Sec. 300f et seq.), and the federal Endangered
21 Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), along with their
22 implementing regulations and remedies, to protect our state’s public
23 health, environment, and natural resources.

24 (b) These federal laws establish standards that serve as the
25 baseline level of public health and environmental protection, while
26 expressly authorizing states like California to adopt more protective
27 measures.

28 (c) Beginning in 2017, a new presidential administration and
29 United States Congress have signaled a series of direct challenges
30 to these federal laws and the protections they provide, as well as
31 to the underlying science that makes these protections necessary,
32 and to the rights of the states to protect their own environment,
33 natural resources, and public health as they see fit.

34 (d) It is therefore necessary for the Legislature to enact
35 legislation that will ensure continued protections for the
36 environment, natural resources, and public health in the state even
37 if the federal laws specified in subdivision (a) are undermined,
38 amended, or repealed.

39 120011. The purposes of this division are to do all of the
40 following:

- 1 (a) Retain protections afforded under the federal laws specified
- 2 in subdivision (a) of Section 120010 and regulations implementing
- 3 those federal laws in existence as of January 19, 2017, regardless
- 4 of actions taken at the federal level.
- 5 (b) Protect public health and welfare from any actual or potential
- 6 adverse effect that reasonably may be anticipated to occur from
- 7 pollution, including the effects of climate change.
- 8 (c) Preserve, protect, and enhance the environment and natural
- 9 resources in California, including, but not limited to, the state’s
- 10 national parks, national wilderness areas, national monuments,
- 11 national seashores, and other areas with special national or regional
- 12 natural, recreational, scenic, or historic value.
- 13 (d) Ensure that economic growth will occur in a manner
- 14 consistent with the protection of public health and the environment
- 15 and preservation of existing natural resources.
- 16 (e) Ensure that any decision made by a public agency that may
- 17 adversely impact public health, the environment, or natural
- 18 resources is made only after careful evaluation of all the
- 19 consequences of that decision and after adequate procedural
- 20 opportunities for informed public participation in the
- 21 decisionmaking process.

22
23 CHAPTER 2. GENERAL PROVISIONS

- 24
- 25 120030. (a) A state agency may adopt standards or
- 26 requirements pursuant to this title, including, but not limited to,
- 27 by emergency regulations in accordance with Chapter 3.5
- 28 (commencing with Section 11340) of Part 1 of Division 3 of Title
- 29 2.
- 30 (b) The adoption of emergency regulations in furtherance of
- 31 this title shall be deemed an emergency and necessary for the
- 32 immediate preservation of the public peace, health, and safety, or
- 33 general welfare.
- 34 (c) Notwithstanding Chapter 3.5 (commencing with Section
- 35 11340) of Part 1 of Division 3 of Title 2, emergency regulations
- 36 adopted by a state agency under this title shall not be subject to
- 37 review by the Office of Administrative Law and shall remain in
- 38 effect until revised or repealed by the state agency, or January 20,
- 39 2021, whichever comes first.

CHAPTER 3. OPERATIVE PROVISIONS

Article 1. Air

120040. For purposes of this article, the following definitions apply:

(a) “Air district” means an air quality management or air pollution control district.

(b) “Baseline federal standards” means federal standards in effect as of January 19, 2017.

(c) “Federal standards” means federal laws or federal regulations implementing the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.) including federal requirements for a state implementation plan, federal requirements for the transportation conformity program, and federal requirements for the prevention of significant deterioration.

(d) “State analogue statute” means the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code) or Division 26 (commencing with Section 39000) of the Health and Safety Code.

(e) “State board” means the State Air Resources Board.

120041. Except as otherwise authorized by state law, all of the following apply:

(a) The state board shall regularly assess proposed and final changes to the federal standards.

(b) (1) At least quarterly, the state board shall publish a list of changes made to the federal standards and provide an assessment on whether a change made to the federal standards is more or less stringent than the baseline federal standards.

(2) If the state board determines that a change to the federal standards is less stringent than the baseline federal standards, the state board shall consider whether it should adopt the baseline federal standards as a measure in order to maintain the state’s protections to be at least as stringent as the baseline federal standards.

(3) The state board shall publish its list, assessment, and consideration for adoption at least 30 days prior to a vote on adoption on its internet Web site for public comment.

1 (c) If the state board decides to adopt a measure pursuant to
2 subdivision (b), the state board shall adopt the measure by either
3 of the following procedures:

4 (1) As an emergency regulation in accordance with Section
5 120030.

6 (2) By promulgation or amendment of a state policy, plan, or
7 regulation.

8 (d) Notwithstanding any other law, the state board, when
9 adopting a measure under paragraph (2) of subdivision (c) may
10 adopt those measures in accordance with Section 100 of Title 1 of
11 the California Code of Regulations and the measures shall be
12 deemed to be a change without regulatory effect pursuant to
13 paragraph (6) of subdivision (a) of that section and not subject to
14 additional notice, procedural, or other considerations contained in
15 state analogue statutes identified in this article. Nothing in this
16 chapter shall affect the imposition of sanctions under the federal
17 Clean Air Act (42 U.S.C. Sec. 7401 et seq.).

18 (e) In the event that the citizen suit provision set forth in Section
19 7604 of Title 42 of the United States Code is amended to restrict,
20 condition, abridge, or repeal the citizen suit provision, the state
21 board may consider the amendment as a change to the federal
22 standards and may adopt the baseline federal standards pursuant
23 to subdivision (c).

24 (f) This article does not prohibit the state board or air districts
25 from establishing rules and regulations for California that are more
26 stringent than the baseline federal standards.

27 120042. (a) An action may be brought by a person in the public
28 interest exclusively to enforce baseline federal standards adopted
29 as a measure pursuant to subdivision (c) of Section 120041 if all
30 of the following requirements are met:

31 (1) At least 60 days prior to initiating the action, a complainant
32 provides a written notice to the Attorney General and the counsel
33 for the state board, a district attorney, county counsel, counsel of
34 the air district, and prosecutor in whose jurisdiction the violation
35 is alleged to have occurred, and the defendant identifying the
36 specific provisions of the measure alleged to be violated.

37 (2) The Attorney General, a district attorney, a city attorney,
38 county counsel, counsel of the state board, counsel of an air district,
39 or a prosecutor has not commenced an action or has not been
40 diligently prosecuting the action.

1 (b) Upon filing the action, the complainant shall notify the
2 Attorney General that the action has been filed.

3 (c) The court may award attorney’s fees pursuant to Section
4 1021.5 of the Code of Civil Procedure, and expert fees and court
5 costs pursuant to Section 1032 of the Code of Civil Procedure, as
6 appropriate, for an action brought pursuant to this section.

7 (d) This section does not limit other remedies and protections
8 available under state or federal law.

9
10 Article 2. Water

11
12 120050. For purposes of this article, the following definitions
13 apply:

14 (a) “Baseline federal standards” means federal standards in
15 effect as of January 19, 2017, including water quality standards,
16 effluent limitations, and drinking water standards.

17 (b) “Board” means the State Water Resources Control Board.

18 (c) “Federal standards” means federal laws or federal regulations
19 implementing the federal Safe Drinking Water Act (42 U.S.C. Sec.
20 300f et seq.) and the Federal Water Pollution Control Act (33
21 U.S.C. Sec. 1251 et seq.) in effect as of January 19, 2017, including
22 water quality standards, effluent limitations, and drinking water
23 standards.

24 (d) “Regional board” means a regional water quality control
25 board.

26 (e) “State analogue statute” mean the Porter-Cologne Water
27 Quality Control Act (Division 7 (commencing with Section 13000)
28 of the Water Code) or the California Safe Drinking Water Act
29 (Chapter 4 (commencing with Section 116270) of Part 12 of
30 Division 103 of the Health and Safety Code).

31 120051. Except as otherwise authorized by state law, all of the
32 following apply:

33 (a) The board shall regularly assess proposed and final changes
34 to the federal standards.

35 (b) (1) At least quarterly, the board shall publish a list of
36 changes made to the federal standards and provide an assessment
37 on whether a change made to the federal standards is more or less
38 stringent than the baseline federal standards.

39 (2) If the board determines that a change to the federal standards
40 is less stringent than the baseline federal standards, the board shall

1 consider whether it should adopt the baseline federal standards as
2 a measure in order to maintain the state’s protections to be at least
3 as stringent as the baseline federal standards.

4 (3) The state board shall publish its list, assessment, and
5 consideration for adoption at least 30 days prior to a vote on
6 adoption on its Internet Web site for public comment.

7 (c) If the board decides to adopt a measure pursuant to
8 subdivision (b), the board shall adopt the measure by either of the
9 following procedures:

10 (1) As an emergency regulation in accordance with Section
11 120030.

12 (2) By promulgation or amendment of a state policy for water
13 quality control, a water quality control plan, or regulation.

14 (d) Notwithstanding any other law, the board, when adopting a
15 measure under paragraph (2) of subdivision (c) may adopt those
16 measures in accordance with Section 100 of Title 1 of the
17 California Code of Regulations and the measures shall be deemed
18 to be a change without regulatory effect pursuant to paragraph (6)
19 of subdivision (a) of that section and not subject to additional
20 notice, procedural, or other considerations contained in state
21 analogue statutes identified in this article. Nothing in this chapter
22 shall affect the imposition of sanctions under the federal Clean Air
23 Act (42 U.S.C. Sec. 7401 et seq.).

24 (g) (1) In the event that the citizen suit provision set forth in
25 Section 1365 of Title 33 of the United States Code is amended to
26 restrict, condition, abridge, or repeal the citizen suit provision, the
27 board may consider the amendment as a change to the federal
28 standards and may adopt the baseline federal standards pursuant
29 to subdivision (c).

30 (2) In the event that the citizen suit provision set forth in Section
31 300j-8 of Title 42 of the United States Code is amended to restrict,
32 condition, abridge, or repeal the citizen suit provision, the board
33 may consider the amendment as a change to the federal standards
34 and may adopt the baseline federal standards pursuant to
35 subdivision (c).

36 (h) This article does not prohibit the board or the regional boards
37 from establishing rules and regulations for California that are more
38 stringent than the baseline federal standards.

39 120052. (a) An action may be brought by a person in the public
40 interest exclusively to enforce baseline federal standards adopted

1 as a measure pursuant to subdivision (c) of Section 120051 if all
2 of the following requirements are met:

3 (1) At least 60 days prior to initiating the action, a complainant
4 provides a written notice to the Attorney General and the counsel
5 for the board, a district attorney, county counsel, counsel of the
6 regional board, and prosecutor in whose jurisdiction the violation
7 is alleged to have occurred, and the defendant identifying the
8 specific provisions of the measure alleged to be violated.

9 (2) The Attorney General, a district attorney, a city attorney,
10 county counsel, counsel of the board, counsel of a regional board,
11 or a prosecutor has not commenced an action or has not been
12 diligently prosecuting the action.

13 (b) Upon filing the action, the complainant shall notify the
14 Attorney General that the action has been filed.

15 (c) The court may award attorney’s fees pursuant to Section
16 1021.5 of the Code of Civil Procedure, and expert fees and court
17 costs pursuant to Section 1032 of the Code of Civil Procedure, as
18 appropriate, for an action brought pursuant to this section.

19 (d) This section does not limit other remedies and protections
20 available under state or federal law.

21

22 Article 3. Endangered and Threatened Species

23

24 120060. For purposes of this article, “baseline federal
25 standards” means the federal Endangered Species Act of 1973 (16
26 U.S.C. Sec. 1531 et seq.) in effect as of January 19, 2017, its
27 implementing regulations, and any incidental take permits,
28 incidental take statements, or biological opinions in effect as of
29 January 19, 2017.

30 120061. Except as otherwise authorized by state law, the
31 following apply:

32 (a) To ensure no backsliding as a result of any change to the
33 federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et
34 seq.) or its implementing regulations, in the event of the federal
35 delisting of a species that is eligible for protection under the
36 California Endangered Species Act and which is listed as
37 endangered or threatened pursuant to the federal Endangered
38 Species Act of 1973 as of January 1, 2017, or a change in the
39 legally protected status of such a species, including through a
40 change in listing from endangered to threatened, the adoption of

1 a rule pursuant to Section 4(d) of the federal Endangered Species
2 Act, or any amendment to the federal Endangered Species Act of
3 1973 or its implementing regulations, or any exemption from the
4 application of the federal Endangered Species Act of 1973 to a
5 federally listed species as of January 1, 2017, the Fish and Game
6 Commission shall determine whether to list, in accordance with
7 subdivision (b), that species under the California Endangered
8 Species Act pursuant to this section.

9 (b) The Fish and Game Commission shall list the affected
10 species identified in subdivision (a), pursuant to subdivision (c)
11 and without following the regular listing process set forth in Article
12 2 (commencing with Section 2070) of Chapter 1.5 of Division 3
13 of the Fish and Game Code, no later than the conclusion of its
14 second regularly scheduled meeting or within three months,
15 whichever is shorter, after the occurrence of the event described
16 in subdivision (a) unless either the Fish and Game Commission
17 determines that listing of the species is not warranted because it
18 does not meet the criteria in Chapter 1.5 (commencing with Section
19 2050) of Division 3 of the Fish and Game Code or its implementing
20 regulations or the Department of Fish and Wildlife recommends
21 that the species undergo the regular listing process. If the
22 Department of Fish and Wildlife makes a recommendation that
23 the species undergo the regular listing process, the Fish and Game
24 Commission shall either accept the recommendation, in which
25 event the Fish and Game Commission shall be deemed to have
26 accepted a petition for listing the species pursuant to paragraph
27 (2) of subdivision (e) of Section 2074.2 of the Fish and Game
28 Code, or reject the recommendation and immediately list the
29 species pursuant to this subdivision.

30 (c) Notwithstanding any other law or regulation, because a
31 decision by the Fish and Game Commission to list a species
32 without following the regular listing process becomes effective
33 immediately, the Fish and Game Commission shall add that species
34 to the list of endangered or threatened species pursuant to Section
35 100 of Title 1 of the California Code of Regulations, and the
36 addition of that species to the list shall be deemed to be a change
37 without regulatory effect pursuant to paragraph (6) of subdivision
38 (a) of that section.

39 (d) (1) Upon the listing of any species under this section, the
40 Fish and Game Commission or the Department of Fish and Wildlife

1 may authorize the taking of such species as otherwise provided
2 for in the Fish and Game Code. In lieu of authorizing take under
3 the provisions of Chapter 1.5 (commencing with Section 2050) of
4 Division 3 of the Fish and Game Code, the Fish and Game
5 Commission or the Department of Fish and Wildlife may adopt
6 the terms and conditions of any rule promulgated under Section
7 4(d) of the federal Endangered Species Act, federal incidental take
8 statement, incidental take permit, or biological opinion in effect
9 at the time of the event described in subdivision (a).

10 (2) The Department of Fish and Wildlife shall ensure that
11 protections remain in place pursuant to regulation, incidental take
12 permit, or consistency determination that are at least as stringent
13 as required by the baseline federal standards, as determined by the
14 Department of Fish and Wildlife.

15 (3) This subdivision does not prohibit the Department of Fish
16 and Wildlife from establishing conditions that are more stringent
17 than the baseline federal standards.

18 (e) Any species listed pursuant to this section shall be subject
19 to the provisions in the California Endangered Species Act in the
20 same manner as any other listed species, including those provisions
21 related to a change in listing status or delisting.

22 (f) For those species that the Fish and Game Commission lists
23 pursuant to subdivision (b), or for which baseline federal standards
24 are retained pursuant to subdivision (d), the California
25 Environmental Quality Act (Division 13 (commencing with Section
26 21000) of the Public Resources Code) shall not apply.

27 (g) The provisions of the California Endangered Species Act
28 are measures “relating to the control, appropriation, use, or
29 distribution of water” within the meaning of Section 8 of the federal
30 Reclamation Act of 1902 (43 U.S.C. Section 383) and shall apply
31 to the United States Bureau of Reclamation’s operation of the
32 federal Central Valley Project.

33

34 DIVISION 3. LABOR STANDARDS

35

36 CHAPTER 1. DEFINITIONS

37

38 120100. For purposes of this division, the following definitions
39 apply:

1 (a) “Baseline federal standards” means federal standards in
2 effect as of January 1, 2017.

3 (b) “Board” means the Occupational Safety and Health
4 Standards Board.

5 (c) “Department” means the Department of Industrial Relations.

6 (d) “Federal standards” means the federal Fair Labor Standards
7 Act of 1938, as amended (29 U.S.C. Sec. 201 et seq.), the federal
8 Occupational Safety and Health Act of 1970, as amended (29
9 U.S.C. Sec. 651 et seq.), the Federal Coal Mine Health and Safety
10 Act of 1969, as amended (30 U.S.C. Sec. 801 et seq.), or
11 regulations established pursuant to those federal statutes.

12
13 CHAPTER 2. OPERATIVE PROVISIONS
14

15 120110. Except as otherwise authorized by state law, all of the
16 following apply:

17 (a) The board and the department shall regularly assess proposed
18 and final changes to the federal standards.

19 (b) (1) At least quarterly, the board and the department shall
20 publish a list of changes made to the federal standards and provide
21 an assessment on whether a change made to the federal standards
22 is more or less stringent than the baseline federal standards.

23 (2) If the board or the department, as appropriate, determines
24 that a change to the federal standards is less stringent than the
25 baseline federal standards, the board shall consider whether it
26 should adopt the baseline federal standards as a measure in order
27 to maintain the state’s protections to be at least as stringent as the
28 baseline federal standards.

29 (3) The board and the department shall publish its list,
30 assessment, and consideration for adoption at least 30 days prior
31 to a vote on adoption on its Internet Web site for public comment.

32 (c) If the board or the department, as appropriate, decides to
33 adopt a measure pursuant to subdivision (b), the board or the
34 department shall adopt the measure by an emergency regulation
35 in accordance with Section 120030.

36 (d) Notwithstanding any other law, the board or department,
37 when adopting a measure under subdivision (c) may adopt those
38 measures in accordance with Section 100 of Title 1 of the
39 California Code of Regulations and the measures shall be deemed
40 to be a change without regulatory effect pursuant to paragraph (6)

1 of subdivision (a) of that section and not subject to additional
2 notice, procedural, or other considerations contained in state
3 analogue statutes.

4 (e) This division does not prohibit the board or the department
5 from establishing rules and regulations for California that are more
6 stringent than the baseline federal standards.

7 120111. (a) An action may be brought by a person in the public
8 interest exclusively to enforce a measure adopted pursuant to
9 subdivision (c) of Section 120110 if all of the following
10 requirements are met:

11 (1) At least 60 days prior to initiating the action, a complainant
12 provides a written notice to the Attorney General and the counsels
13 for the board or department, as appropriate, a district attorney, a
14 city attorney, county counsel, and a prosecutor in whose
15 jurisdiction the violation is alleged to have occurred, and the
16 defendant identifying the specific provisions of the measure alleged
17 to be violated.

18 (2) The Attorney General, a district attorney, a city attorney,
19 county counsel, the counsel for the board or department, as
20 appropriate, or a prosecutor has not commenced an action or has
21 not been diligently prosecuting the action.

22 (b) Upon filing the action, the complainant shall notify the
23 Attorney General that the action has been filed.

24 (c) The court may award attorney's fees pursuant to Section
25 1021.5 of the Code of Civil Procedure, and expert fees and court
26 costs pursuant to Section 1032 of the Code of Civil Procedure, as
27 appropriate, for an action brought pursuant to this section.

28 (d) This section does not limit other remedies and protections
29 available under state or federal law.

30

31

DIVISION 4. MISCELLANEOUS

32

33 120200. The provisions of this title are severable. If any
34 provision of this title or its application is held invalid, that
35 invalidity shall not affect other provisions or applications that can
36 be given effect without the invalid provision or application.

37 120202. (a) This title shall become inoperative on January
38 20, 2025, and, as of January 1, 2026, is repealed.

1 (b) Notwithstanding subdivision (a), any action brought pursuant
2 to this title on or before January 20, 2025, may proceed to a final
3 judgment.

4 SEC. 2. No reimbursement is required by this act pursuant to
5 Section 6 of Article XIII B of the California Constitution because
6 a local agency or school district has the authority to levy service
7 charges, fees, or assessments sufficient to pay for the program or
8 level of service mandated by certain mandates in this act, within
9 the meaning of Section 17556 of the Government Code.

10 However, if the Commission on State Mandates determines that
11 this act contains other costs mandated by the state, reimbursement
12 to local agencies and school districts for those costs shall be made
13 pursuant to Part 7 (commencing with Section 17500) of Division
14 4 of Title 2 of the Government Code.

Assembly Bill 142 (Garcia) Lead-acid batteries

Summary: This bill would double a current manufacturer battery fee from \$1 to \$2 imposed by the Lead-Acid Battery Recycling Act of 2016 (Act) on a manufacturer of lead-acid batteries for each lead-acid battery it sells at retail to a person in California, or that it sells to a dealer, wholesaler, distributor, or other person for retail sale in California. This bill also removes a sunset date related to this fee.

Background: The Act prohibits a person from disposing, or attempting to dispose, of a lead-acid battery at a solid waste facility or on or in any land, surface waters, watercourses, or marine waters, but authorizes a person to dispose of a lead-acid battery at certain locations. The Act requires, until March 31, 2022, a manufacturer battery fee of \$1 to be imposed on a manufacturer of lead-acid batteries for each lead-acid battery it sells at retail to a person in California, or that it sells to a dealer, wholesaler, distributor, or other person for retail sale in California. The Act requires the manufacturer battery fee to be paid to the California Department of Tax and Fee Administration and requires dealers and manufacturers of lead-acid batteries to register with the department.

The Act requires manufacturer battery fees to be credited against amounts owed by the manufacturer to the state under a judgment or determination of liability under specific hazardous materials provisions or any other law for removal, remediation, or other response costs relating to a release of a hazardous substance from a lead-acid battery recycling facility.

The Act requires a portion of moneys from the manufacturer battery fee to be deposited into the Lead-Acid Battery Cleanup Fund and provides that moneys in the Fund are available upon appropriation by the Legislature to the Department of Toxic Substances Control for specified activities, including cleanup of contamination caused by lead acid batteries throughout the state and the repayment of loans from the General Fund to the Toxic Substances Control Account for the cleanup of lead contamination in the state.

Status: 1/24/2019 - Referred to Com. on E.S. & T.M.

Specific Provisions: Specifically, this bill would:

- 1) As of April 1, 2022, double the current manufacturer battery fee from \$1 to \$2 imposed by the Lead-Acid Battery Recycling Act of 2016 on a manufacturer of lead-acid batteries for each lead-acid battery it sells at retail to a person in California, or that it sells to a dealer, wholesaler, distributor, or other person for retail sale in California;
- 2) Remove the sunset date that applies to this manufacturer battery fee and provide that the fee would continue indefinitely;
- 3) Authorize a person who manufactures a lead-acid battery and is not subject to the jurisdiction of the state to agree in writing with the importer of that lead-acid battery to pay the manufacturer battery fee on behalf of the importer;
- 4) Require that manufacturer battery fees be credited to the account of the manufacturer remitting those fees;
- 5) Authorize expenditure of moneys from the Lead-Acid Battery Cleanup Fund for the repayment of specified loans only after specified activities have been fully funded, including cleanup or

- other response actions at any area contaminated by operation of a lead-acid battery recycling facility in the state, and related administration and implementation costs;
- 6) Clarify that the existing consumer battery fee shall not apply to any person when a replacement lead-acid battery is included in any used vehicle sold or leased by a new motor vehicle dealer; and
 - 7) Take effect immediately as an urgency statute.

Impacts on SCAQMD’s Mission, Operations or Initiatives:

This bill would not impact SCAQMD’s authority or jurisdiction over lead-acid battery recycling operations, or the monitoring of the forthcoming deconstruction of the closed Exide Technologies battery recycling plant in Vernon, California. From the funds generated by this bill’s fees and existing related fees, the bill would only allow repayment of the \$176.6 million loan from the state, meant to help with clean-up of soil contamination from the Exide facility, until the clean-up of the Exide contamination and of other areas in the state that may be contaminated by lead acid batteries has been completed.

The bill is consistent with SCAQMD’s environmental justice policy priorities and would help reduce toxic exposure to disadvantaged communities within the South Coast region, thereby helping to protect public health.

Recommended Position: SUPPORT

ASSEMBLY BILL

No. 142

**Introduced by Assembly Member Cristina Garcia
(Coauthors: Assembly Members Carrillo and Santiago)**

December 13, 2018

An act to amend Sections 25215.1, 25215.2, 25215.25, 25215.35, 25215.45, 25215.5, and 25215.56 of, and to add Sections 25215.3 and 25215.48 to, the Health and Safety Code, relating to hazardous waste, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 142, as introduced, Cristina Garcia. Lead-acid batteries.

The Lead-Acid Battery Recycling Act of 2016 prohibits a person from disposing, or attempting to dispose, of a lead-acid battery at a solid waste facility or on or in any land, surface waters, watercourses, or marine waters, but authorizes a person to dispose of a lead-acid battery at certain locations. The act requires, until March 31, 2022, a manufacturer battery fee of \$1 to be imposed on a manufacturer of lead-acid batteries for each lead-acid battery it sells at retail to a person in California, or that it sells to a dealer, wholesaler, distributor, or other person for retail sale in California. The act requires the manufacturer battery fee to be paid to the California Department of Tax and Fee Administration and requires dealers and manufacturers of lead-acid batteries to register with the department. The act defines “manufacturer” for these purposes.

This bill would increase the amount of the manufacturer battery fee to \$2 and would provide that the fee would continue indefinitely. The bill would authorize a person who manufactures a lead-acid battery and is not subject to the jurisdiction of the state to agree in writing with the

importer, as defined, of that lead-acid battery to pay the manufacturer battery fee on behalf of the importer. The bill would exempt an importer who has an agreement of this type with a manufacturer, and who meets other specified requirements, from the requirement to register with the department. The bill would require the department, on or before January 1, 2020, to submit to the Legislature a report that includes, among other things, any regulations or policies adopted by the department for purposes of ensuring compliance with the registration, returns, reporting, payments, audits, refunds, or collection requirements related to the manufacturer battery fee.

The act requires manufacturer battery fees remitted pursuant to these provisions to be credited against amounts owed by the manufacturer to the state under a judgment or determination of liability under specific hazardous materials provisions or any other law for removal, remediation, or other response costs relating to a release of a hazardous substance from a lead-acid battery recycling facility.

This bill would additionally require that manufacturer battery fees remitted pursuant to these provisions be credited to the account of the manufacturer remitting those fees. The bill would require that a person who agrees in writing to pay the manufacturer battery fee on behalf of an importer be credited for a payment of the manufacturer battery fee only if certain conditions are met, including that the person provide to the purchaser of a lead-acid battery a statement that includes specified information on the invoice, contract, or other record documenting the transaction. The bill would relieve a purchaser of a lead-acid battery who receives that statement in a timely manner, and any subsequent purchaser of that battery, from liability for the manufacturer battery fee that would otherwise be imposed on the sale of that battery, provided that the manufacturer remits payment of the manufacturer battery fee to the state for the sale of that battery. The bill would authorize an importer who has paid the manufacturer battery fee and who receives an untimely statement that the fee has been paid for that battery to file a claim for a refund of any overpaid fees.

The bill would authorize the department to disclose the name, address, account number, and account status of a person registered with the department to pay the manufacturer battery fee. The bill would provide that account status does not include the amount of the manufacturer battery fee paid by any person.

The act requires a specified portion of moneys from the manufacturer battery fee to be deposited into the Lead-Acid Battery Cleanup Fund

and provides that moneys in the fund are available upon appropriation by the Legislature to the Department of Toxic Substances Control for specified activities, including the repayment of specified loans.

This bill would authorize expenditure of moneys from the Lead-Acid Battery Cleanup Fund for the repayment of those loans only after the other specified activities have been fully funded.

The act imposes a California battery fee on a person for specified types of replacement lead-acid batteries purchased from a dealer.

This bill would provide, if a new motor vehicle dealer sells or leases to a person a used vehicle into which the new motor vehicle dealer has incorporated a replacement lead-acid battery, that the California battery fee does not apply to the person with regard to that replacement lead-acid battery.

This bill would declare that it is to take effect immediately as an urgency statute.

Vote: $\frac{2}{3}$. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. Section 25215.1 of the Health and Safety Code
2 is amended to read:

3 25215.1. For purposes of this article, the following definitions
4 shall apply:

5 (a) “Board” means ~~State Board of Equalization~~; *the California*
6 *Department of Tax and Fee Administration*.

7 (b) “Business” means any person, as defined in subdivision ~~(j)~~,
8 *(k)*, except a natural person or a city, county, city and county,
9 district, commission, the state, or any department, agency, or
10 political subdivision of any of those, or an interstate body or, to
11 the extent permitted by law, the United States and its agencies and
12 instrumentalities.

13 (c) “California battery fee” means the fee imposed pursuant to
14 Section 25215.25.

15 (d) “Dealer” means ~~every~~ *a* person who engages in the retail
16 sale of replacement lead-acid batteries directly to persons in
17 California. “Dealer” includes a manufacturer of a new lead-acid
18 battery that sells at retail that lead-acid battery directly to a person
19 through any means, including, but not limited to, a transaction

1 conducted through a sales outlet, catalog, or Internet Web site or
 2 any other similar electronic means.

3 (e) *“Importer” means a person described in paragraph (2) of*
 4 *subdivision (h).*

5 ~~(e)~~

6 (f) *“Lead-acid battery” means ~~any~~ a battery weighing over five*
 7 *kilograms that is primarily composed of both lead and sulfuric*
 8 *acid, whether sulfuric acid is in liquid, solid, or gel state, with a*
 9 *capacity of six volts or more that is used for any of the following*
 10 *purposes:*

11 (1) As a starting battery that is designed to deliver a high burst
 12 of energy to an internal combustion engine until it starts.

13 (2) As a motive power battery that is designed to provide the
 14 source of power for propulsion or operation of a vehicle, including
 15 a watercraft.

16 (3) As a stationary storage or standby battery that is designed
 17 to be used in systems where the battery acts as either electrical
 18 storage for electricity generation equipment or a source of
 19 emergency power, or otherwise serves as a backup in case of failure
 20 or interruption in the flow of power from the primary source.

21 (4) As a source of auxiliary power to support the electrical
 22 systems in a vehicle, as defined in Section 670 of the Vehicle Code,
 23 including a vehicle as defined in Section 36000 of the Vehicle
 24 Code, or an aircraft.

25 ~~(f)~~

26 (g) *“Lead-acid battery recycling facility” means ~~any~~ a site at*
 27 *which lead-acid batteries are or have been disassembled for the*
 28 *purpose of making components available for reclamation to*
 29 *produce elemental lead or lead alloys or at which lead-acid batteries*
 30 *or their components, or both, are or have been reclaimed to produce*
 31 *elemental lead or lead alloys.*

32 ~~(g)~~

33 (h) *“Manufacturer” means either of the following:*

34 (1) The person who manufactures the lead-acid battery and who
 35 sells, offers for sale, or distributes the lead-acid battery in the state.

36 (2) (A) If there is no person described in paragraph (1) that is
 37 subject to the jurisdiction of the state, the manufacturer is the
 38 person who imports the lead-acid battery into the state for sale or
 39 distribution.

1 (B) For purposes of this article, a person is subject to the
2 jurisdiction of the state with respect to a lead-acid battery if the
3 person is engaged in business in this state. For purposes of this
4 subparagraph, a person shall be considered to be engaged in
5 business in this state if the person is a “retailer engaged in business
6 in this state,” as defined in subdivision (c) of Section 6203 of the
7 Revenue and Taxation Code, with respect to that lead-acid battery,
8 or if the person has a substantial nexus with this state for purposes
9 of the commerce clause of the United States Constitution.

10 ~~(h)~~

11 (i) “Manufacturer battery fee” means the fee imposed pursuant
12 to Section 25215.35.

13 ~~(i)~~

14 (j) “Owner or operator” has the same meaning given in Section
15 9601(20) of Title 42 of the United States Code and any person that
16 previously met that definition or is the legal successor to a person
17 that meets the definition or previously met the definition.

18 ~~(j)~~

19 (k) “Person” means an individual, trust, firm, joint stock
20 company, business concern, corporation, including, but not limited
21 to, a government corporation, partnership, limited liability
22 company, or association. “Person” also includes any city, county,
23 city and county, district, commission, the state, or any department,
24 agency, or political subdivision of any of those, interstate body,
25 and the United States and its agencies and instrumentalities to the
26 extent permitted by law.

27 ~~(k)~~

28 (l) “Remedial action” has the same meaning as in Section
29 25322.

30 ~~(l)~~

31 (m) “Removal” has the same meaning as in Section 25323.

32 ~~(m)~~

33 (n) “Replacement lead-acid battery” means a new lead-acid
34 battery that is sold at retail subsequent to the original sale or lease
35 of the equipment or vehicle in which the lead-acid battery is
36 intended to be used. “Replacement lead-acid battery” does not
37 include a spent, discarded, refurbished, reconditioned, rebuilt, or
38 reused lead-acid battery.

39 ~~(n)~~

1 (o) “Response action” has the same meaning as in Section
 2 25323.3.

3 ~~(p)~~

4 (p) (1) A “retail sale” or a “sale at retail” has the same meaning
 5 as defined in Section 6007 of the Revenue and Taxation Code.

6 (2) ~~“Retail”~~ *The following shall not be considered a “retail sale”*
 7 ~~does not include any or a “sale at retail” for purposes of the~~
 8 ~~following:~~ *this article:*

9 (A) The sale of a battery for which a California battery fee has
 10 previously been paid.

11 (B) The sale of a replacement lead-acid battery that is
 12 temporarily stored or used in California for the sole purpose of
 13 preparing the replacement lead-acid battery for use thereafter solely
 14 outside of the state and that is subsequently transported outside
 15 the state and thereafter used solely outside of the state.

16 (C) The sale of a battery for incorporation into new equipment
 17 for subsequent resale.

18 (D) The replacement of a lead-acid battery pursuant to a
 19 warranty or a vehicle service contract described under Section
 20 12800 of the Insurance Code.

21 (E) The sale of any battery intended for use with or contained
 22 within a medical device, as defined in the ~~federal~~ *Federal Food,*
 23 *Drug, and Cosmetic Act (21 U.S.C. Sec. 321(h))* as that definition
 24 may be amended.

25 ~~(p)~~

26 (q) “Used lead-acid battery” means a lead-acid battery no longer
 27 fully capable of providing the power for which it was designed or
 28 that a person no longer wants for any other reason.

29 ~~(q)~~

30 (r) “Wholesaler” means ~~any~~ *a person who purchases a lead-acid*
 31 *battery from a manufacturer for the purpose of selling the lead-acid*
 32 *battery to a dealer, high-volume customer, or to a person for*
 33 *incorporation into new equipment for resale.*

34 SEC. 2. Section 25215.2 of the Health and Safety Code is
 35 amended to read:

36 25215.2. (a) A dealer shall accept from ~~persons~~ *a person* at
 37 the point of transfer a used lead-acid battery of a type listed in
 38 paragraph (1), (2), or (4) of subdivision ~~(e)~~ *(f)* of Section 25215.1,
 39 but shall not be required to accept from any person more than six

1 used lead-acid batteries per day. A dealer shall not charge ~~any~~ a
2 fee to receive a used lead-acid battery.

3 (b) On and after April 1, 2017, a dealer shall charge to ~~each~~ a
4 person who purchases a replacement lead-acid battery of a type
5 listed in paragraph (1), (2), or (4) of subdivision ~~(e)~~ (f) of Section
6 25215.1 and who does not simultaneously provide the dealer with
7 a used lead-acid battery of the same type and size a refundable
8 deposit for each such battery purchased. The dealer shall display
9 the amount of the deposit separately on the receipt provided to the
10 purchaser. The dealer shall refund the deposit to that person if,
11 within 45 days of the sale of the replacement lead-acid battery, the
12 person presents to the dealer a used lead-acid battery of the same
13 type and size. A dealer may require the person to provide a receipt
14 documenting the payment of the deposit before refunding any
15 deposit. A dealer may keep any lead-acid battery deposit moneys
16 that are not properly claimed within 45 days after the date of sale
17 of the replacement lead-acid battery, not including any sales tax
18 reimbursement charged to the consumer. Sales tax reimbursement
19 charged to the consumer on the amount of the deposit shall be
20 remitted to the ~~board~~. *California Department of Tax and Fee*
21 *Administration*.

22 (c) A dealer shall post a written notice that is clearly visible in
23 the public sales area of the establishment, or include on the
24 purchaser's receipt, the following language:
25

26
27 This dealer is required by law to charge a nonrefundable \$1 California battery
28 fee and a refundable deposit for each lead-acid battery purchased.
29

30 A credit of the same amount as the refundable deposit will be issued if a used
31 lead-acid battery is returned at the time of purchase or up to 45 days later along
32 with this dealer's receipt.
33

34 (d) The department shall provide notice of an alleged violation
35 of subdivision (c) to any person alleged to be in violation of that
36 subdivision no less than 60 days before the issuance of an order
37 or filing an action imposing a civil penalty pursuant to subdivision
38 (b) of Section 25189.2. If the person corrects the alleged violation
39 before the order is issued or the action is filed the department shall
40 not impose the civil penalty.

1 (e) Subdivision (c) does not apply to any of the following:

2 (1) A person whose ordinary course of business does not include
3 the sale of lead-acid batteries.

4 (2) A person that does not sell lead-acid batteries directly to
5 consumers, such as over-the-counter, but instead removes
6 nonfunctional or damaged batteries and installs new lead-acid
7 batteries as a part of an automotive repair dealer service.

8 (3) A business that removes lead-acid batteries and installs new
9 lead-acid batteries as a part of roadside services. “Roadside
10 services,” for purposes of this paragraph, means the services
11 performed upon a motor vehicle for the purpose of transporting
12 the vehicle or to permit it to be operated under its own power, by
13 or on behalf of a motor club holding a certificate of authority
14 pursuant to Chapter 2 (commencing with Section 12160) of Part
15 5 of Division 2 of the Insurance Code.

16 (f) Except as authorized by this article, a dealer shall not collect
17 a refundable deposit for a lead-acid battery from a person.

18 SEC. 3. Section 25215.25 of the Health and Safety Code is
19 amended to read:

20 25215.25. (a) (1) ~~On and after April 1, 2017, until March 31,~~
21 ~~2022, a~~ California battery fee of one dollar (\$1) shall be imposed
22 on a person for each replacement lead-acid battery of a type listed
23 in paragraph (1), (2), or (4) of subdivision ~~(e)~~ (f) of Section 25215.1
24 purchased from a ~~dealer~~ dealer; *except as specified in subdivision*
25 *(c)*. ~~On and after April 1, 2017, until March 31, 2022, the amount~~
26 ~~of the fee shall be one dollar (\$1). On and after April 1, 2022, the~~
27 ~~amount of the fee shall be two dollars (\$2).~~

28 (2) Except for sales to businesses, the dealer shall charge a
29 person the amount of the California battery fee as a charge that is
30 separate from, and not included in, any other fee, charge, or other
31 amount paid by the person.

32 (3) The dealer shall collect the California battery fee at the time
33 of sale and may retain 1 ½ percent of the fee as reimbursement for
34 any costs associated with the collection of the fee. The remainder
35 of the California battery fee collected by the dealer shall be paid
36 to the ~~board~~ California Department of Tax and Fee Administration
37 in a manner and form prescribed by the ~~board~~ California
38 Department of Tax Fee Administration and at the time the return
39 is required to be filed, as specified in Section 25215.47.

1 (4) All moneys collected *or required to be collected* by a dealer
 2 pursuant to this section that are not properly remitted to the ~~board~~
 3 *California Department of Tax and Fee Administration* pursuant
 4 to paragraph (3) shall be deemed to be a debt owed to the state by
 5 the dealer.

6 (5) A person who purchases a replacement lead-acid battery in
 7 this state is liable for the California battery fee until that fee has
 8 been paid to the ~~board~~, *California Department of Tax and Fee*
 9 *Administration*, except that payment to a dealer registered under
 10 this article is sufficient to relieve the person from further liability
 11 of the fee.

12 (6) All moneys remitted to the ~~board~~ *California Department of*
 13 *Tax and Fee Administration* pursuant to this subdivision shall be
 14 expended in accordance with Section 25215.5.

15 (b) (1) Except for sales to businesses, the California battery fee
 16 imposed pursuant to subdivision (a) shall be separately stated by
 17 the dealer on the invoice given to a person at the time of sale. Any
 18 other fee charged by the dealer related to the lead-acid battery
 19 purchase, including any deposit charged, credited, or both, pursuant
 20 to Section 25215.2, shall be identified separately from the
 21 California battery fee.

22 (2) If a person purchases more than one lead-acid battery in a
 23 single transaction, and is therefore imposed more than one
 24 California ~~lead-acid~~ battery fee in that transaction, the dealer shall
 25 not be required to individually list on the invoice each California
 26 ~~lead-acid~~ battery fee imposed, but may instead condense the fees
 27 to a single-line item.

28 (c) *If a new motor vehicle dealer sells or leases to a person a*
 29 *used vehicle into which the new motor vehicle dealer has*
 30 *incorporated a replacement lead-acid battery, the California*
 31 *battery fee imposed by paragraph (1) of subdivision (a) shall not*
 32 *apply to the person with regard to that replacement lead-acid*
 33 *battery. For purposes of this subdivision, “new motor vehicle*
 34 *dealer” has the same meaning as is specified in Section 426 of the*
 35 *Vehicle Code, and “used vehicle” has the same meaning as is*
 36 *specified in Section 665 of the Vehicle Code.*

37 SEC. 4. Section 25215.3 is added to the Health and Safety
 38 Code, to read:

39 25215.3. (a) A person who manufactures a lead-acid battery
 40 and is not subject to the jurisdiction of the state may agree in

1 writing with the importer of that lead-acid battery to pay the
2 manufacturer battery fee imposed pursuant to Section 25215.35
3 on behalf of the importer.

4 (b) A person who pays the manufacturer battery fee on behalf
5 of an importer pursuant to subdivision (a) shall be credited,
6 pursuant to Section 25215.56, for that payment, if the person does
7 all of the following:

8 (1) The person submits to the jurisdiction of the state for
9 purposes of the fees imposed under this article and registers with
10 the California Department of Tax and Fee Administration to pay
11 and remit the manufacturer battery fee.

12 (2) The person provides to the purchaser a statement on the
13 invoice, contract, or other record documenting the transaction that
14 includes the following information:

15 (A) The person's manufacturer account number with the
16 California Department of Tax and Fee Administration.

17 (B) An identification of the lead-acid battery or batteries sold
18 that will be subject to the manufacturer battery fee.

19 (C) A statement that the person will pay the manufacturer battery
20 fee to the state on behalf of the importer.

21 (3) The person retains records sufficient to document that the
22 lead-acid battery for which the person has agreed to pay the
23 manufacturer battery fee was delivered for retail sale in California,
24 the identity of the purchaser of that battery, and that the statement
25 required by paragraph (2) was provided to the purchaser of the
26 battery in a timely manner pursuant to subdivision (c). The person
27 shall retain these records for a period of no less than four years
28 and shall make the records reasonably available to the California
29 Department of Tax and Fee Administration upon request.

30 (c) (1) A purchaser of a lead-acid battery who receives a timely
31 statement from a manufacturer pursuant to paragraph (2) of
32 subdivision (b), and any subsequent purchaser of that battery, shall
33 be relieved from any obligation imposed pursuant to Section
34 25215.35 on the sale of that battery, provided that the manufacturer
35 remits payment of the manufacturer battery fee to the state for the
36 sale of that battery. A statement shall be considered timely if it is
37 issued before the manufacturer bills the purchaser for the lead-acid
38 battery, within the manufacturer's normal billing and payment
39 cycle, before delivery of the battery to the purchaser, or before the
40 date on which a return would be due pursuant to Section 25215.47.

1 (2) An importer who has paid the manufacturer battery fee for
2 a lead-acid battery and who subsequently receives an untimely
3 statement that the fee has been paid for that battery may file a
4 claim for a refund for any overpaid fees as provided in Article 3
5 (commencing with Section 55081) of Chapter 3 of, and Article 1
6 (commencing with Section 55221) of Chapter 5 of, Part 30 of
7 Division 2 of the Revenue and Taxation Code.

8 (d) (1) On or before January 1, 2021, the California Department
9 of Tax and Fee Administration shall submit to the Legislature a
10 report relating to persons who have paid the manufacturer battery
11 fee on behalf of an importer pursuant to subdivision (a). The report
12 shall include, but is not limited to, all of the following information:

13 (A) Any regulations or policies adopted by the California
14 Department of Tax and Fee Administration for purposes of
15 ensuring compliance with the registration, returns, reporting,
16 payments, audits, refunds, or collection requirements related to
17 the manufacturer battery fee.

18 (B) The revenue impact as determined by the revenues paid or
19 collected compared to the estimated revenue amount calculated
20 by the Senate Committee on Appropriations in its analysis of the
21 fiscal impact of Assembly Bill 2153 (Chapter 666 of the Statutes
22 of 2016), adjusted as deemed appropriate by the California
23 Department of Tax and Fee Administration to account for
24 differences in reporting periods and to account for exemptions or
25 exclusions that were not previously accounted for in that analysis
26 or that were enacted after January 1, 2018.

27 (C) The fiscal impact of the manufacturer battery fee, including
28 costs required to ensure compliance, costs related to audits, refunds,
29 and administering regulations, and estimated cost savings.

30 (2) A report required to be submitted pursuant to this subdivision
31 shall be submitted in compliance with Section 9795 of the
32 Government Code.

33 (3) Pursuant to Section 10231.5 of the Government Code, the
34 requirement for submitting a report pursuant to this subdivision is
35 inoperative on January 1, 2025.

36 SEC. 5. Section 25215.35 of the Health and Safety Code is
37 amended to read:

38 25215.35. (a) ~~On and after April 1, 2017, a~~ manufacturer
39 battery fee of ~~one dollar (\$1)~~ *two dollars (\$2)* shall be imposed on
40 a manufacturer of lead-acid batteries for each lead-acid battery it

1 sells at retail to a person in California or that it sells to a dealer,
2 wholesaler, distributor, or other person for retail sale in California.

3 (b) Manufacturer battery fees shall be paid to the ~~board~~
4 *California Department of Tax and Fee Administration* in a manner
5 and form as prescribed by the ~~board~~ *California Department of Tax*
6 *and Fee Administration* and at the time the return is required to
7 be filed, as specified in Section 25215.47.

8 ~~(e) This section shall become inoperative on April 1, 2022, and,~~
9 ~~as of January 1, 2023, is repealed, unless a later enacted statute,~~
10 ~~that becomes operative on or before January 1, 2023, deletes or~~
11 ~~extends the dates on which it becomes inoperative and is repealed.~~

12 SEC. 6. Section 25215.45 of the Health and Safety Code is
13 amended to read:

14 25215.45. (a) (1) Except as provided in paragraph (2), the
15 lead-acid battery fees imposed pursuant to Sections 25215.25 and
16 25215.35 shall be collected by the ~~board~~ *California Department*
17 *of Tax and Fee Administration* in accordance with the Fee
18 Collection Procedures Law (Part 30 (commencing with Section
19 55001) of Division 2 of the Revenue and Taxation Code). For the
20 purposes of this section, the reference to “feepayer” shall include
21 a dealer and manufacturer.

22 (2) Notwithstanding the petition for redetermination and claim
23 for refund provisions of the Fee Collection Procedures Law (Article
24 3 (commencing with Section 55081) of Chapter 3 of, and Article
25 1 (commencing with Section 55221) of Chapter 5 of, Part 30 of
26 Division 2 of the Revenue and Taxation Code), the ~~board~~
27 *California Department of Tax and Fee Administration* shall not
28 do either of the following:

29 (A) Accept or consider any petition for redetermination of fees
30 determined under this article if the petition is founded upon the
31 grounds that a battery is or is not a lead-acid battery, as defined in
32 Section 25215.1. The ~~board~~ *California Department of Tax and*
33 *Fee Administration* shall forward to the department any petition
34 for redetermination that is based on those grounds.

35 (B) Accept or consider a claim for refund of fees paid pursuant
36 to this article, if the claim for refund is founded upon the grounds
37 that a battery is or is not a lead-acid battery, as defined in Section
38 25215.1. The ~~board~~ *California Department of Tax and Fee*
39 *Administration* shall forward to the department any claim for refund
40 that is based on these grounds.

1 (b) The following persons shall register with the ~~board~~:
2 *California Department of Tax and Fee Administration:*

3 (1) A dealer of lead-acid batteries.

4 (2) ~~(A) A manufacturer of lead-acid batteries.~~ *batteries, unless*
5 *subparagraph (B) applies.*

6 *(B) A person is not required to register with the California*
7 *Department of Tax and Fee Administration as a manufacturer of*
8 *lead-acid batteries if the person has an agreement or agreements*
9 *pursuant to Section 25215.3 with a manufacturer or manufacturers*
10 *of lead-acid batteries pursuant to which the manufacturer or*
11 *manufacturers agree to pay the manufacturer battery fee on behalf*
12 *of the person and the agreement or agreements apply to all*
13 *lead-acid batteries sold by the person. A person exempt from*
14 *registration pursuant to this subparagraph shall comply with any*
15 *other applicable requirements that may be prescribed by the*
16 *California Department of Tax and Fee Administration.*

17 SEC. 7. Section 25215.48 is added to the Health and Safety
18 Code, to read:

19 25215.48. Notwithstanding subdivision (b) of Section 55381
20 of the Revenue and Taxation Code, the California Department of
21 Tax and Fee Administration may disclose the name, address,
22 account number, and account status of a person registered with
23 the California Department of Tax and Fee Administration to pay
24 the manufacturer battery fee. Account status shall not include the
25 amount of the manufacturer battery fee paid by any person.

26 SEC. 8. Section 25215.5 of the Health and Safety Code is
27 amended to read:

28 25215.5. (a) Lead-acid battery fees collected pursuant to this
29 article shall be managed as follows:

30 (1) The board shall retain moneys necessary for the payment of
31 refunds and reimbursement of the board for expenses in the
32 collection of the fees.

33 (2) The remaining moneys shall be deposited into the Lead-Acid
34 Battery Cleanup Fund, which is hereby created in the State
35 Treasury, and is available upon appropriation by the Legislature
36 to the department for the purposes specified in this section.

37 (b) (1) Moneys in the Lead-Acid Battery Cleanup Fund shall
38 be expended for the following activities:

39 (A) Investigation, site evaluation, cleanup, remedial action,
40 removal, monitoring, or other response actions at any area of the

1 state that is reasonably suspected to have been contaminated by
2 the operation of a lead-acid battery recycling facility.

3 (B) Administration of the Lead-Acid Battery Cleanup Fund and
4 the department's administration and implementation of this article.

5 (C) Repayment of a loan described in Section 25215.59 that
6 was made before the effective date of the act which added this
7 section, or any other loan made for purposes set forth in
8 subparagraph (A). *Moneys shall be expended for purposes of this*
9 *subparagraph only after the activities specified in subparagraphs*
10 *(A) and (B) have been fully funded.*

11 (2) Moneys in the Lead-Acid Battery Cleanup Fund shall not
12 be used to implement Article 14 (commencing with Section 25251)
13 with respect to lead-acid batteries or to loan moneys to any other
14 program.

15 (c) The department shall report to the Legislature by February
16 1, 2018, and annually thereafter, on the status of the Lead-Acid
17 Battery Cleanup Fund and on the department's progress
18 implementing this article, including, but not limited to, the sites
19 at which actions were performed using moneys from the fund, the
20 status of cleanup at those sites, including total anticipated costs of
21 cleanup at those sites, the balance of the fund, the amount of fees
22 remitted to the fund, the amount spent by the fund and the purposes
23 for which those amounts were spent, the amounts reimbursed to
24 the board pursuant to paragraph (1) of subdivision (a), and any
25 other information requested by the Legislature.

26 SEC. 9. Section 25215.56 of the Health and Safety Code is
27 amended to read:

28 25215.56. (a) Any manufacturer battery fees ~~paid~~ remitted
29 pursuant to this article *shall, subject to subdivision (b) of Section*
30 *25215.3, be credited to the account of the manufacturer remitting*
31 *those fees to the California Department of Tax and Fee*
32 *Administration and shall be credited against amounts owed by the*
33 *manufacturer to the state pursuant to a judgment or determination*
34 *of liability under Chapter 6.8 (commencing with Section 25300)*
35 *or any other law for removal, remediation, or other response costs*
36 *relating to a release of a hazardous substance from a lead-acid*
37 *battery recycling facility. A manufacturer shall not seek more than*
38 *one credit for the same fee amount. This subdivision does not apply*
39 *to any manufacturer who is also an owner or operator of a lead-acid*
40 *battery recycling facility in California.*

1 (b) The amount paid by a manufacturer for a manufacturer
2 battery fee shall be considered to reduce the manufacturer's share
3 of liability in the allocation or apportionment of costs among
4 potentially responsible parties in a contribution action brought by
5 a private party related to a release of hazardous substances from
6 a lead-acid battery recycling facility. This subdivision does not
7 apply to any manufacturer who is also an owner or operator or a
8 former owner or operator of a lead-acid battery recycling facility
9 in California where a release occurred.

10 (c) This article does not create a private cause of action. Nothing
11 in this article shall be construed to affect, expand, alter, or limit
12 any requirements, duties, rights, or remedies under other law, or
13 limit the state or any other party from bringing any cause of action
14 that may exist under any law.

15 SEC. 10. This act is an urgency statute necessary for the
16 immediate preservation of the public peace, health, or safety within
17 the meaning of Article IV of the California Constitution and shall
18 go into immediate effect. The facts constituting the necessity are:

19 In order to increase the cleanup of toxic materials and to prevent
20 additional toxic pollution at the earliest possible time, it is
21 necessary that this act take effect immediately.



South Coast

Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4182

(909) 396-2000 • www.aqmd.gov

HOME RULE ADVISORY GROUP

Wednesday, November 14, 2018

MEETING MINUTES

CHAIR: Dr. Joseph Lyou, SCAQMD Governing Board Member

MEMBERS PRESENT:

Mike Carroll (Regulatory Flexibility Group); Curt Coleman (Southern California Air Quality Alliance); Nan Harrold (Orange County Waste & Recycling); Bill LaMarr (California Small Business Alliance); Dan McGivney (Southern California Gas); Art Montez (AMA International); Patty Senecal (Western States Petroleum Association); and TyRon Turner (Dakota Communications).

The following member participated by conference call: Rongsheng Luo (SCAG).

MEMBERS ABSENT:

Ben Benoit (SCAQMD Governing Board Member); Michael Downs (Downs Energy); Jaclyn Ferlita (Air Quality Consultants); Bridget McCann (Western States Petroleum Association); Dr. Clark Parker (SCAQMD Governing Board Member); David Rothbart (Los Angeles County Sanitation District); Larry Rubio (Riverside Transit Agency); Larry Smith (Cal Portland Cement); Kristen Torres Pawling (County of Los Angeles, Chief Sustainability Office); Bill Quinn (California Council for Environmental & Economic Balance) and Amy Zimpfer (EPA).

OTHER ATTENDEES:

Mark Abramowitz (Board Consultant to Dr. Lyou); Brian Clerico (CARB); Peter Herzog (NAIOP); and John Ungvarsky (EPA).

SCAQMD STAFF:

Philip Fine	Deputy Executive Officer
William Wong	Principal Deputy District Counsel
Jo Kay Ghosh	Health Effects Officer
Philip Crabbe	Community Relations Manager
Pedro Piqueras	Air Quality Specialist
Ann Scagliola	Administrative Secretary

OPENING COMMENTS AND SELF-INTRODUCTIONS

The meeting was called to order at 10:00 a.m. by Dr. Joseph Lyou (Chairman).

APPROVAL OF JULY 2018 MEETING MINUTES

Dr. Lyou asked for comments on the May 9, 2018 meeting minutes. Hearing none, the minutes were approved.

EPA AND FEDERAL ACTIVITIES

John Ungvarsky provided an update on recent U.S. Environmental Protection Agency (EPA) and federal activities.

SCAQMD Related Actions

- Proposed Approval of SCAQMD's AQMP for the 2006 24-hour PM2.5 NAAQS
- 2008 Ozone Plan Proposal Notice
- Finalized Approval of Rule 1113 – Architectural Coatings
- SCAQMD Diesel Emissions Reduction Act (DERA) Awards

Technology Advancement/Incentive Programs

- Targeted Air Shed Program

Federal Actions

- Cleaner Truck Initiative (CTI)
- 2015 Ozone SIP Requirement Update
- DERA National Clean Diesel Funding Assistance Program Updates

Discussion

This portion of the webcast recording was inaudible.

CARB REGULATORY ACTIVITIES

Brian Clerico provided CARB updates on proposed and recent regulatory activities.

Follow-up from September 2018 meeting

- Effects of the California wildfires emissions on attainment goals.

Proposed CARB Board and Regulatory Activities

- Statewide Portable Equipment Registration Program (PERP) and Portable Diesel Engine Air Toxic Control Measure (ATCM) - amendments to take place on November 30, 2018 (amendments summarized by James Aguilar)
- Aliso Canyon Mitigation Agreement - summary of public comments on CARB website.
- Overview of CARB workshops/webinars/meetings for remainder of 2018.

Discussion

Dr. Lyou commented that PM non-attainment events would normally happen in the winter when the PM levels are higher, and it could be an issue since the fire season might also include winter. Mr. Clerico indicated that this could possibly become a disqualification from being an exceptional event, since it may coincide with baseline ambient higher levels that are exceedances.

Bill La Marr inquired about SCAQMD's attainment goal and the wildfire impacts on the readings. Dr. Lyou indicated that there is a process you would claim that it is an exceptional event, and then it would go through the process with EPA for their verification. Dr. Fine added that you would then exclude the exceptional event data point, since it currently only impacts the 24-hour standard.

Dr. Lyou inquired if the PERP and ATCM updates were made to make enforcement easier or to address the lack of reporting. Mr. Aguilar indicated that it was a combination of both.

Bill La Marr inquired about a proposed regulation for reporting criteria of air pollutants and toxic air contaminants workshop scheduled for December 13, 2018, the same day/time as the CARB Board meeting. Mr. Clerico indicated that he would follow-up and provide an update.

LEGISLATIVE UPDATE

Philip Crabbe reported on key legislative updates.

The Legislative Committee held a meeting on November 9, 2018. SCAQMD's State legislative consultants provided written reports on State legislative activities in Sacramento. The meeting was primarily focused on interviewing consultant firms and recommending execution of contracts for SCAQMD's legislative representation in Washington, D.C. These firms are also SCAQMD's current federal legislative representatives in Washington, D.C. The Legislative Committee members interviewed representatives from the following firms:

- Carmen Group, Inc.;
- Cassidy & Associates, Inc.;
- Kadesh & Associates, Inc.; and
- The Glover Park Group

At the conclusion of the interviews, the Committee Members recommended that the Governing Board authorize the execution of contracts with the Carmen Group, Inc., Cassidy & Associates, Inc. and with Kadesh & Associates, Inc. for legislative representation in Washington, D.C.

UPDATE REGARDING LITIGATION ITEMS AND RELATED EPA ACTIONS

William Wong had no updates to report.

UPDATE ON AB 617 IMPLEMENTATION

Dr. Phil Fine gave an update on the SCAQMD AB 617 year-one implementation efforts, which included the key elements for the selected communities and the benchmark milestones for future years.

Discussion

Art Montez inquired about how SCAQMD identified the factors for selecting AB 617 communities. Dr. Fine indicated that we engaged with the communities to identify factors to consider, and then identified the highest ranked communities based on those factors.

TyRon Turner inquired if there is a list of schools, in the South Los Angeles, near industrial areas or freeways. Dr. Fine indicated that a database of schools was used and the inter-active AB 617 maps, on the SCAQMD website, provides this level of detail.

Mr. Turner indicated that at his neighborhood council meetings citizens have raised concerns about the air quality, due to the recent Los Angeles Airport changes in flight patterns. He inquired if air monitors are purchased, will SCAQMD provide training on how to transmit the data. Dr. Fine indicated that the SCAQMD Air Quality Sensor Performance Evaluation Center (AQ Spec) Program does offer deployment and community training, and interested parties should contact the AQ Spec staff for upcoming programs. Dr. Fine added that it is anticipated that there will also be sensor deployment in the selected AB 617 communities. Dr. Lyou commented that the sensors cannot measure everything and suggested considering the PM Purple Air sensors, which have proven to be reliable and accurate for PM.

Mike Carroll commented that he recently toured the AQ Spec setup in the SCAQMD laboratory and recommended that others do the same.

Action Item: Dr. Lyou requested an AQ Spec tour for the Advisory Group, immediately following the January 9, 2019 meeting.

Dan McGivney asked if the AB 617 Community Steering Committee meetings have already occurred. Dr. Fine indicated that two of the three meetings have taken place.

Art Montez asked about the cost of the monitoring systems and if they are difficult to install. Dr. Lyou replied that low-cost sensors cost anywhere from a couple of hundred dollars up to five thousand, depending on what you want to monitor.

Nan Harrold inquired about the December 31, 2023 key milestone deadline for SCAQMD to implement Best Available Retrofit Control Technology (BARCT) and how it relates to the emissions inventory plan. Dr. Fine indicated the BARCT milestones are not necessarily community based but as part of the statute and it will apply to all facilities subject to these rules and will benefit communities throughout the basin. Ms. Harrold further inquired whether this statute applies to everyone in general or are there specific types of equipment. Dr. Fine replied that this specific legislation applies to facilities that are in the statewide greenhouse gas (GHG) cap-and-trade program as of January 1, 2017, as well as other requirements to implement BARCT by the 2023 deadline.

Jo Kay Ghosh indicated that the next AB 617 Community Steering Committee meeting is November 28, 2018, and we are still looking for residents of the Boyle Heights, East Los Angeles and West Commerce area to serve on this committee.

Rongsheng Luo inquired about the \$250M appropriated last year for implementation of AB 617, and how much of that will be allocated to the identified three communities. Dr. Fine indicated that in the first year \$250M was allocated statewide and SCAQMD received approximately \$107M. The legislation was very specific that it had to be spent on Carl Moyer or Prop 1B type programs. SCAQMD was over-subscribed for the Carl Moyer program, so we had many great projects to be funded. Since we did not have the communities selected at that time, SCAQMD made sure that almost 90 percent of the money was spent in disadvantaged communities. This year \$245M was dedicated statewide and SCAQMD does expect to get a portion of this. The guidelines are less restrictive and are open to stationary source incentives. Funding will be prioritized to benefit the selected communities. CARB continues to work on the guidelines for how the \$245M will be spent, and they are still taking comments and feedback for these guidelines. At this time, the money has not been divided up across the districts.

SUBCOMMITTEE STATUS REPORTS

A. Freight Sustainability (Dan McGivney)

An update was provided on the following items.

- December 4, 2018 - CARB workshops on light- and heavy-duty fleet requirements and the advanced clean truck regulation.
- December 4 & 5, 2018 – CARB workshop on the 3-year plan for light-duty vehicles.
- November 29, 2018 - California Freight Advisory Committee meeting

B. Small Business Considerations (Bill La Marr)

An update was provided on the following items.

- Consulted with the Metal Finishing Association and industry, until the adoption of Rule 1369.
- RECLAIM Working Group
- AB 617 Community Steering Committee meetings
- Met with the new EPA Regional Administrator and the Field Office Director of the Los Angeles office.

Bill La Marr requested that staff provide an announcement when rules are adopted to the regulated community, along with a brief summary of the rule content. Dr. Lyou indicated that it used to be standard practice for SCAQMD to provide a notification to the impacted facilities. Dr. Fine said that he would double-check to make sure that this does occur.

C. Environmental Justice and AB 617 Implementation (Curt Coleman)

An update was provided on the following item.

- October 25, 2018 - The CARB Board approved staff's proposed recommendations for the greenhouse gas spending investment priorities for 2018-2019.

D. Climate Change (David Rothbart)

No report was provided.

REPORT FROM AND TO THE STATIONARY SOURCE COMMITTEE

Phil Fine provided a summary of items on the October and November 2018 meeting agendas.

- PAR 1469, 1146, 1146.1, 1146.2, 1403, 1325;
- PR 1110, 1118.1, PR 1407.1;
- AB 617 BARCT Implementation Schedule
- RECLAIM Quarterly Report

The next Stationary Source Committee meeting has been scheduled for December 19, 2018.

APPROVAL OF THE 2019 HOME RULE ADVISORY SCHEDULE

The Home Rule Advisory Group confirmed and Dr. Lyou approved the following meeting schedule for 2019.

January 9	May 8	September 11
March 13	July 10	November 13

Note: All meetings are scheduled to begin at 10:00 a.m. and will be held in Conference Room CC-8.

2018 ACCOMPLISHMENTS AND 2019 GOALS & OBJECTIVES

Dr. Lyou asked for comments the provided Home Rule Advisory Group 2018 Accomplishments and the 2019 Goals and Objectives. Hearing none, the reports were approved.

OTHER BUSINESS

Art Montez inquired about internships available at SCAQMD. Dr. Lyou requested that Mr. Montez be provided with the Summer Governing Board Internship Program link.

Mike Carroll indicated that Latham Watkins has work with the environmental group Ocean Cleanup and to develop a program to remove plastics from the ocean. An award was received for this outstanding project and Mr. Carroll wanted to share the video with others. The link is

<https://www.lw.com:443/news/The-Ocean-Cleanup-2018-Dell-Prize>

PUBLIC COMMENT


There were no comments.

ADJOURNMENT


The meeting was adjourned at 11:44 a.m. The next meeting of the Home Rule Advisory Group is scheduled for 10:00 a.m. on January 9, 2019, and will be held at SCAQMD in Conference Room CC-8.

AGENDA ITEM #4


Legislative Committee Meeting
February 8, 2019



South Coast
AQMD




ZERO EMISSION



South Coast Air Quality Management District Ballot Measure Issues Survey

Summary of Key Findings from a Survey of Voters Likely to Cast a Ballot in the November 2020 election




CONSULTANT WORKING DRAFT. NOT FOR PUBLICATION.
CA GOVT CODE 6254.



FM3
RESEARCH


**FAIRBANK, MASLIN,
MAULLIN, METZ
& ASSOCIATES**

220-5215




Methodology

- Dual mode survey of 1,607 registered voters in the South Coast Air Quality Management District
- Interviews were conducted online and via landlines/cell phones
- African-Americans were oversampled
- Interviews were conducted in English and Spanish
- Survey was conducted January 5-14, 2019
- The full sample margin of sampling error is $\pm 2.5\%$ at the 95% confidence interval
- The margin of error for population subgroups will be higher
- Some percentages do not sum to 100% due to rounding
- Select results from a 2018 SCAQMD survey shown for comparison purposes



FM3
RESEARCH

DRAFT 2

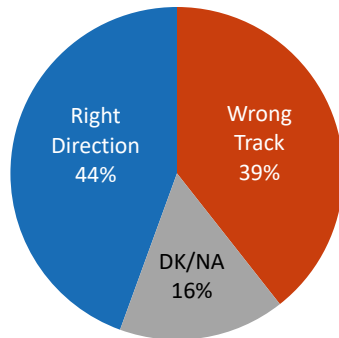


Mood of SCAQMD Voters & Issue Context

DRAFT 3

A narrow plurality has a positive outlook towards the Southern California region.

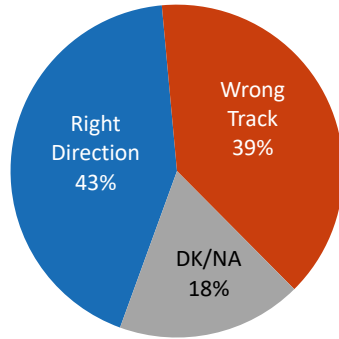
Generally speaking, do you think things in Southern California are headed in the right direction, or do you feel that they are off on the wrong track?



Demographic Group	Right Direction	Wrong Track	DK/NA
Gender			
Men	48%	38%	14%
Women	41%	40%	19%
Ethnicity			
Latinos	48%	32%	20%
African-Americans	37%	44%	19%
Whites	45%	41%	13%
Asians/Pacific Islanders	50%	30%	20%
County			
Los Angeles	47%	35%	18%
Orange	43%	45%	12%
Riverside	38%	46%	16%
San Bernardino	33%	49%	17%

When asked about their own counties, Orange County residents are most positive while San Bernardino residents are more negative.

Generally speaking, do you think things in Los Angeles/Orange/Riverside/San Bernardino are headed in the right direction, or do you feel that they are off on the wrong track?



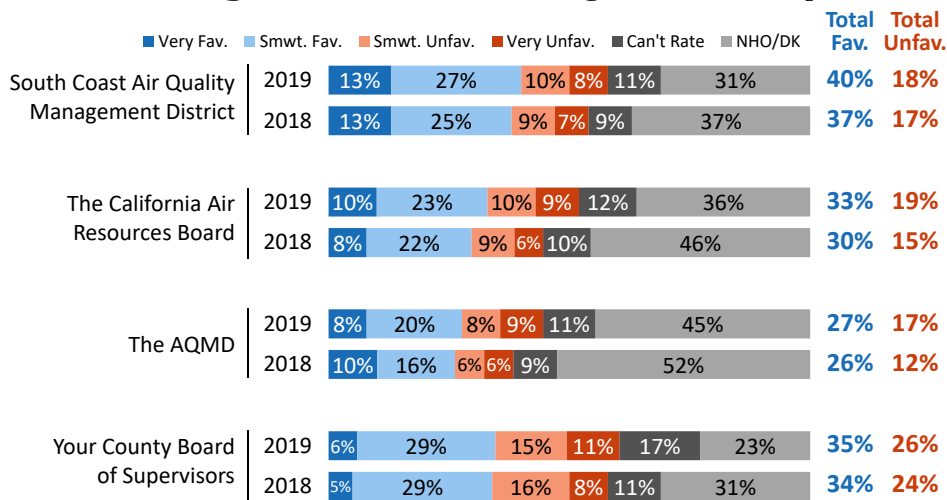
Demographic Group	Right Direction	Wrong Track	DK/NA
Gender			
Men	48%	37%	14%
Women	39%	41%	21%
Ethnicity			
Latinos	45%	34%	20%
African-Americans	35%	46%	19%
Whites	44%	40%	16%
Asians/Pacific Islanders	50%	34%	16%
County			
Los Angeles	44%	38%	18%
Orange	49%	40%	11%
Riverside	40%	39%	21%
San Bernardino	26%	47%	28%



DRAFT

5


Voters continue to have a more positive reaction to the agency's full name than referring to it with the "AQMD" acronym.






Q2. I would like to ask your impressions of some people and organizations active in public life. Please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Split Sample

DRAFT

6



**South Coast
AQMD**

Voter Attitudes Towards an AQMD Ballot Measure

DRAFT 7

Simulated 75-Word AQMD Ballot Label Statement

SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE.

To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a ½¢ sales tax increase, generating approximately \$1.4 billion annually until ended by voters, requiring audits with funds locally controlled?

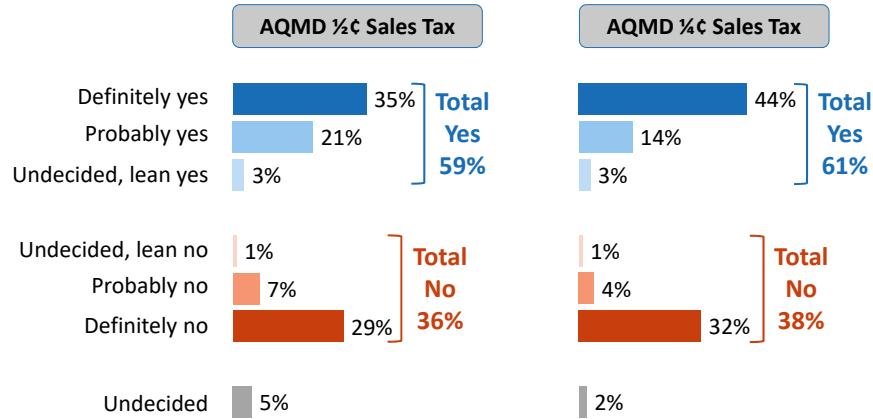





FM3 RESEARCH Q3. If there were an election today, do you think you would vote "yes" in favor or "no" to oppose this ballot measure?

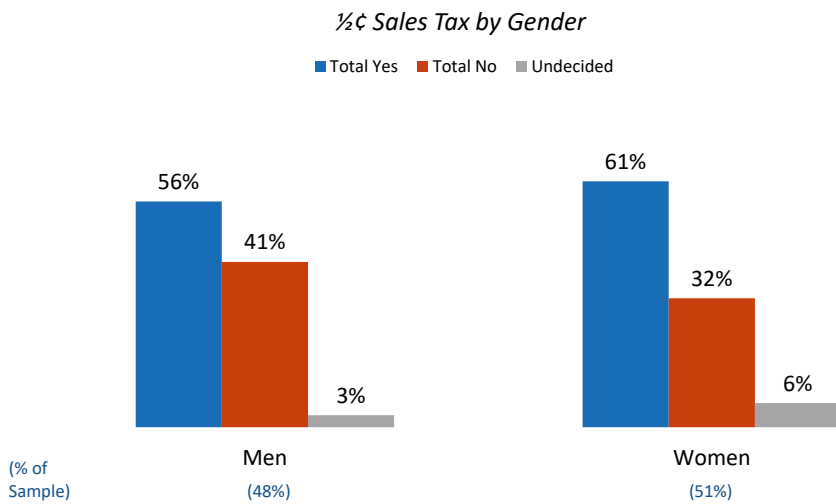
8

Roughly six in ten support this proposed sales tax measure to fund programs that will improve air quality throughout Southern California.

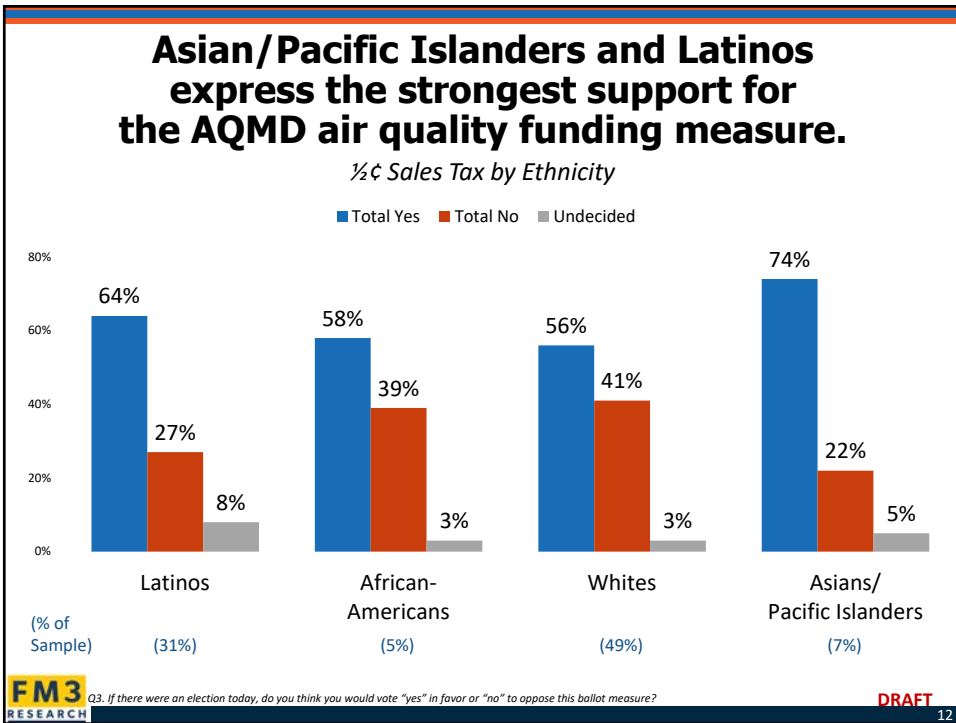
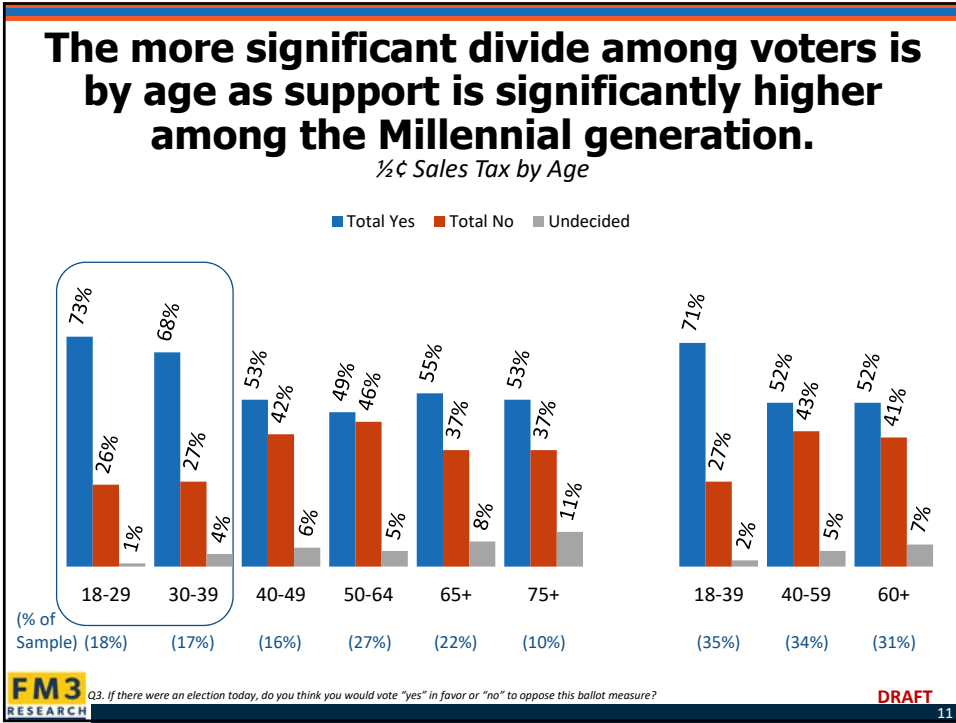


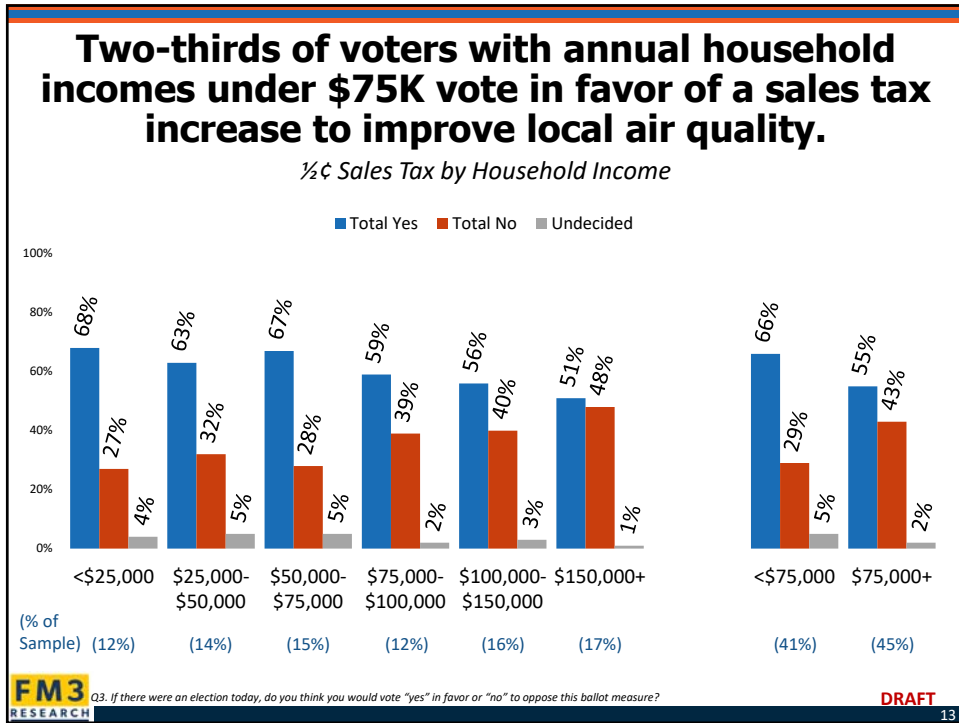
Q3. If there were an election today, do you think you would vote "yes" in favor or "no" to oppose this ballot measure?
 Q3/Q4. If instead of a 1/2 cent sales tax increase, the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE to reduce air pollution/emissions contributing to climate change and improve public health increased the sales tax by 1/2 cent, would you vote yes in favor of this measure, or no to oppose it?
FM3 RESEARCH **DRAFT**

Female voters are somewhat more supportive of the air quality sales tax measure than men.

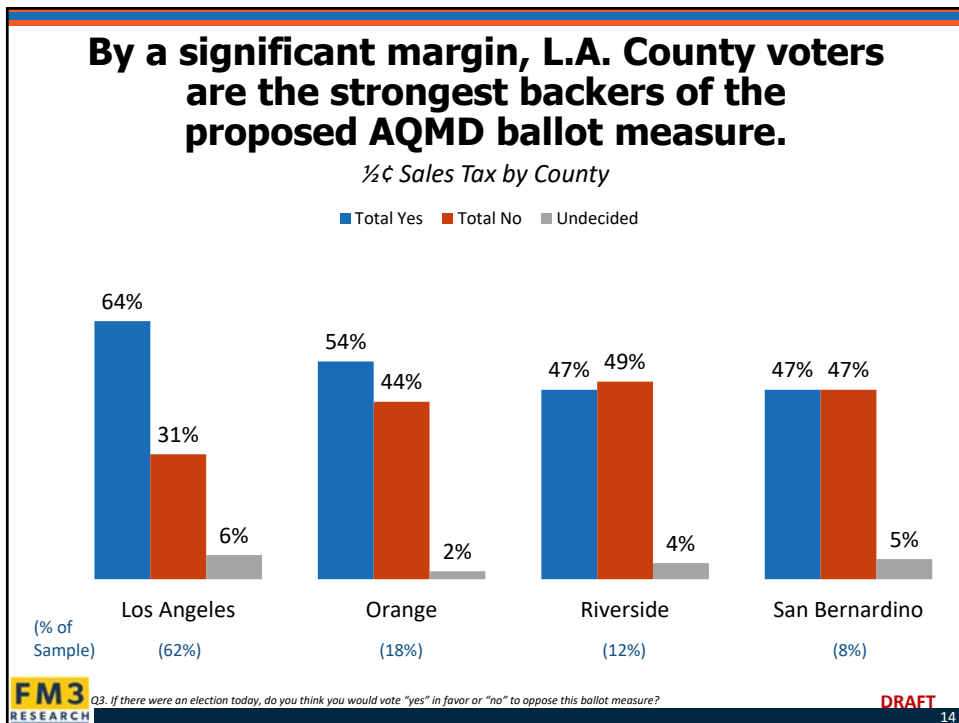


Q3. If there were an election today, do you think you would vote "yes" in favor or "no" to oppose this ballot measure?
FM3 RESEARCH **DRAFT**





13



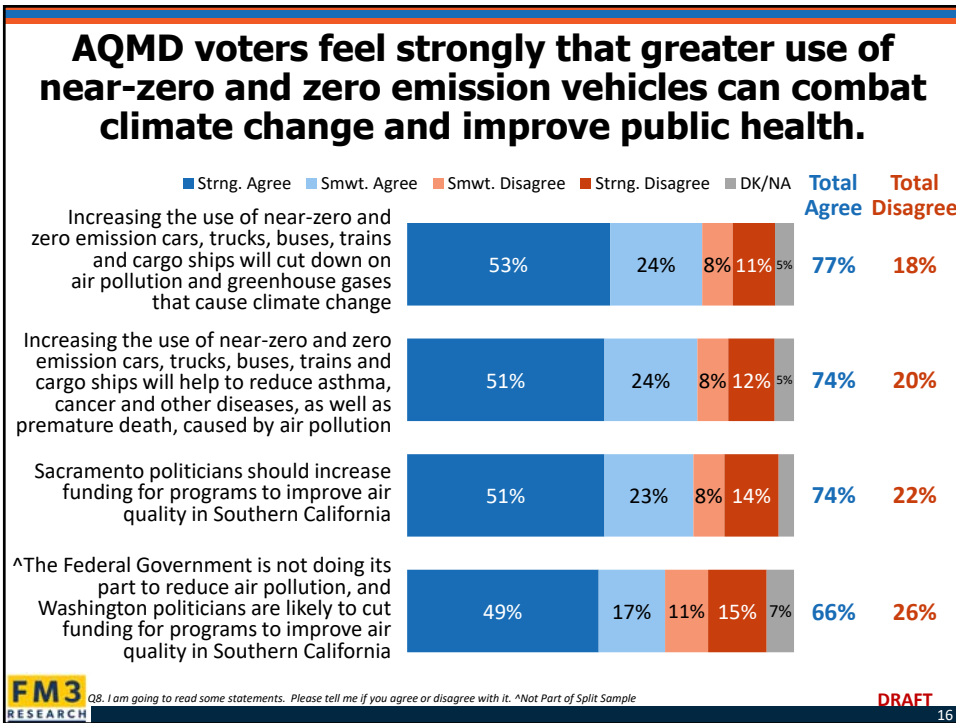
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Top Uses of AQMD Ballot Measure Funds by County

(Extremely/Very Important)

Use of Ballot Measure Funds	County			
	Los Angeles	Orange	Riverside	San Bernardino
Replacing older diesel school buses in Los Angeles/Orange/Riverside/San Bernardino County school districts with zero emission electric or near-zero emission natural gas buses	73%	59%	55%	61%
Upgrading infrastructure at the Ports of LA and Long Beach that reduce air pollution by allowing ships to use electric power instead of fossil fuels	72%	56%	51%	59%
Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure so that it both reduces air pollution and boosts the region's economy	71%	53%	49%	53%
Replacing diesel school buses with zero-emission battery electric buses or near-zero emission natural gas buses	68%	63%	53%	54%
Upgrading and electrifying the Southern California regional commuter rail systems to improve service, increase ridership and eliminate related diesel emissions	68%	63%	48%	42%
Providing manufacturers of zero emission and near-zero emission technology financial incentives to locate manufacturing and business operations in southern California to ensure funds raised create local jobs and support our economy	66%	57%	52%	60%
^Replacing diesel powered trucks, trains, ships and other vehicles with near-zero and zero emission vehicles	66%	54%	50%	52%

FM3 RESEARCH Q9a, g, i, k, o, p, t. I am going to read you some of the different ways funds raised by this measure could be used by AQMD. Please tell me how important that use of funds is to you personally: extremely important, very important, somewhat important, or not too important. ^Not Part of Split Sample **DRAFT** 15

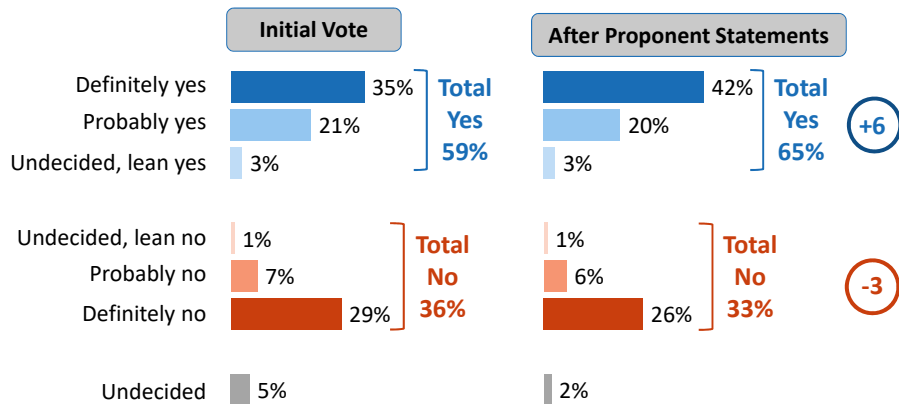


The health benefits of increasing the use of near and zero emissions vehicles and AQMD's effective track record resonate with voters.

Statement	All Voters (Total Conv.)	All Voters (Very Conv.)	County (Total Convincing)			
			Los Angeles	Orange	Riverside	San Bernardino
^Health	71%	41%	75%	62%	61%	68%
Effective	75%	38%	79%	69%	63%	71%
^Accountability	70%	38%	74%	64%	62%	66%
^Trucks-Incentives	72%	36%	76%	69%	61%	64%
Traffic Congestion	72%	35%	77%	63%	65%	65%
GHG	68%	35%	71%	70%	54%	58%
Economy & Jobs	69%	32%	74%	65%	57%	58%
Fairness-\$50	61%	30%	64%	62%	53%	49%
Fairness-Goods	56%	26%	60%	50%	45%	47%

FM3 RESEARCH Q10. I am going to read you some statements made by people who support the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. Please tell me whether you find it very convincing, somewhat convincing, or not a convincing reason to vote yes. *Not Part of Split Sample **DRAFT** 17

Support for the AQMD regional air quality ballot measure increased and intensified after voters heard these statements.



FM3 RESEARCH Q3 & Q11. If there were an election today, do you think you would vote "yes" in favor or "no" to oppose this ballot measure? **DRAFT** 18

After opposition statements, support for the ballot measure returns to its original six in ten.

Demographic Groups	Initial Vote		Vote After Proponent Statements		Vote After Opposition Statements	
	Total Yes	Total No	Total Yes	Total No	Total Yes	Total No
All Voters	59%	36%	65%	33%	61%	35%
County						
Los Angeles	64%	31%	70%	28%	67%	29%
Orange	54%	44%	57%	41%	53%	44%
Riverside	47%	49%	58%	40%	45%	50%
San Bernardino	47%	47%	51%	44%	52%	45%

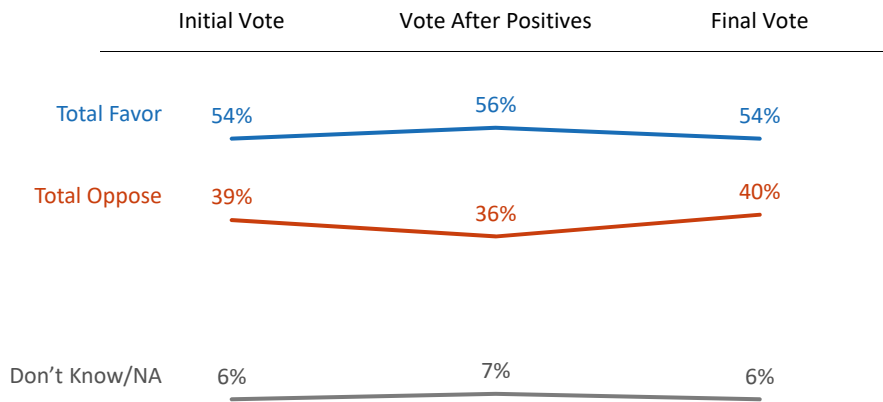


Q3, Q11 & Q14. If there were an election today, do you think you would vote "yes" in favor or "no" to oppose this ballot measure?

DRAFT

There is more support for the sales tax ballot measure this year than there was for the conceptual proposal tested in the 2018 survey.

SCAQMD Sales Tax Proposal – 2018 Survey Results



Q15, Q21 & Q24.

DRAFT

For more information, contact:



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Survey
 Los Angeles Co
 Orange Co
 Riverside Co
 San Bernardino Co

AGENDA ITEM #4 A

Legislative Committee Meeting

February 8, 2019

January 5-14, 2019



**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
 BALLOT MEASURE FEASIBILITY SURVEY
 220-5215-WT
 N=1,607
 MARGIN OF SAMPLING ERROR ±2.5% (95% CONFIDENCE INTERVAL)**

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: "Do you own a cell phone?")**

- Yes, cell and can talk safely ----- 60%
- Yes, cell but cannot talk safely ----- **TERMINATE**
- No, not on cell, but own one ----- 33%
- No, not on cell and do not own one -----6%
- (DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. Generally speaking, do you think things in _____ **(READ ITEMS BELOW)** are headed in the right direction, or do you feel that they are off on the wrong track? **(DO NOT ROTATE)**

	<u>RIGHT DIRECTION</u>	<u>WRONG TRACK</u>	<u>(DK/ NA)</u>
a. Southern California -----	44%	39%	16%
b. [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] -----	43%	39%	18%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>(CAN'T RATE</u>	<u>NEVER HEARD OF/DK</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(ASK SPLIT SAMPLE A ONLY)								
[]a. (T) South Coast Air Quality Management District -----	13%	27%	10%	8%	11%	31%	40%	18%
[]b. (T) The California Air Resources Board -----	10%	23%	10%	9%	12%	36%	33%	19%

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>(CAN'T RATE</u>	<u>NEVER HEARD OF/DK</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(ASK SPLIT SAMPLE B ONLY)								
[]c. (T) The AQMD -----	8%	20%	8%	9%	11%	45%	27%	17%
[]d. (T) Your County Board of Supervisors -----	6%	29%	15%	11%	17%	23%	35%	26%

(RESUME ASKING ALL RESPONDENTS)

3. Next, I am going read you the summary of a measure that may appear on the ballot in a future election. The measure may read as follows: **(READ SLOWLY AND CAREFULLY)**

SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES-----59%
 Definitely yes-----35%
 Probably yes-----21%
 Undecided, lean yes-----3%

TOTAL NO-----36%
 Undecided, lean no-----1%
 Probably no-----7%
 Definitely no-----29%

(DON'T READ) DK/NA-----5%

(ASK Q4 ONLY IF CODED 2-7 Q3)

4. If instead of a one-half cent sales tax increase, the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE to reduce air pollution/emissions contributing to climate change and improve public health increased the sales tax by one-quarter cent, would you vote yes in favor of this measure, or no to oppose it? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q4</u>	<u>Q3/Q4</u>
TOTAL YES -----	41%	61%
Definitely yes-----	13%	44%
Probably yes-----	24%	14%
Undecided, lean yes-----	4%	3%
 TOTAL NO -----	 56%	 38%
Undecided, lean no-----	3%	1%
Probably no-----	9%	4%
Definitely no-----	44%	32%
 (DK/NA) -----	 4%	 2%

(ASK Q5 TO SPLIT SAMPLE A RESPONDENTS ONLY)

5. If this measure was written so the sales tax increase expired after 20 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY -----	19%
Much more likely-----	8%
Somewhat more likely-----	11%
 TOTAL LESS LIKELY -----	 12%
Somewhat less likely-----	4%
Much less likely-----	8%
 MAKES NO DIFF/DK/NA -----	 68%
Makes no difference-----	65%
(DON’T READ) DK/NA -----	4%

(ASK Q6 TO SPLIT SAMPLE B RESPONDENTS ONLY)

6. If this measure was written so the sales tax increase expired after 30 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 24%
 Much more likely----- 12%
 Somewhat more likely ----- 12%

TOTAL LESS LIKELY ----- 14%
 Somewhat less likely-----4%
 Much less likely----- 11%

MAKES NO DIFF/DK/NA ----- 61%
 Makes no difference----- 58%
(DON’T READ) DK/NA -----3%

(RESUME ASKING ALL RESPONDENTS)

7. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects that improved local light-rail transit and upgraded regional commuter rail systems in Southern California, would that make you more likely or less likely to vote Yes to approve the measure? **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 59%
 Much more likely----- 38%
 Somewhat more likely ----- 21%

TOTAL LESS LIKELY ----- 15%
 Somewhat less likely-----4%
 Much less likely----- 11%

MAKES NO DIFF/DK/NA ----- 26%
 Makes no difference----- 23%
(DON’T READ) DK/NA -----3%

(RESUME ASKING ALL RESPONDENTS)

8. Next, I am going to read some statements. For each one, please tell me if you agree or disagree with it. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or just somewhat?”)**
(RANDOMIZE)

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
[]a. Cities and counties across Southern California may lose billions of dollars in federal highway funding, as well as suffer from other federal sanctions, if our region does not meet federal clean air standards -----	20%	24%	14%	15%	27%	44%	29%
[]b. The Federal Government is not doing its part to reduce air pollution, and Washington politicians are likely to cut funding for programs to improve air quality in Southern California -----	49%	17%	11%	15%	7%	66%	26%
(ASK SPLIT SAMPLE A ONLY)							
[]c. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will help to reduce asthma, cancer and other diseases, as well as premature death, caused by air pollution -----	51%	24%	8%	12%	5%	74%	20%
[]d. Providing financial incentives to local manufacturers to develop near-zero and zero emission technology will help the local economy and create new economic opportunities -----	47%	28%	9%	12%	5%	74%	21%
[]e. [INSERT NAME OF RESPONDENT’S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County does not receive its fair share to fund programs that would reduce air pollution and improve local air quality -----	24%	17%	11%	13%	35%	41%	24%
[]f. Sacramento politicians should increase funding for programs to improve air quality in Southern California -----	51%	23%	8%	14%	4%	74%	22%

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
(ASK SPLIT SAMPLE B ONLY)							
[]g. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will cut down on air pollution and greenhouse gases that cause climate change-----	53%	24%	8%	11%	5%	77%	18%
[]h. Building new light-rail transit service in each Southern California county as well as expanding Metrolink, our regional commuter rail system, would help to improve air quality, reduce traffic congestion and create thousands of good local jobs -----	48%	29%	6%	11%	5%	77%	17%
[]i. (PT) It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and accelerated use of clean, zero and near-zero emission vehicles -----	38%	22%	12%	15%	13%	60%	26%
[]j. State government is not doing its part to reduce air pollution -----	22%	21%	27%	15%	14%	44%	42%
[]k. Air pollution is worse in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County than it is in the rest of Southern California -----	29%	23%	18%	17%	13%	52%	34%
(ASK ONLY TO VOTERS IN SAN BERNARDINO & RIVERSIDE COUNTIES)							
[]l. The high number of trucks going to and from distribution centers across the Inland Empire have a significant negative impact on local air quality-----	41%	25%	12%	16%	6%	66%	28%
(ASK ONLY TO VOTERS IN LOS ANGELES & ORANGE COUNTIES)							
[]m. Cargo ships, trains and trucks going in and out of the Ports of L.A. and Long Beach have a significant negative impact on local air quality-----	37%	29%	12%	10%	13%	65%	21%

(RESUME ASKING ALL RESPONDENTS)

NOW I WOULD LIKE TO RETURN TO THE SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE THAT WE DISCUSSED EARLIER. AS YOU MAY RECALL, THIS MEASURE WOULD EXPAND FINANCIAL INCENTIVE PROGRAMS IMPLEMENTED BY AQMD TO REDUCE EMISSIONS FROM AIR POLLUTION SOURCES LIKE CARS, BUSES, TRUCKS, TRAINS AND CARGO FACILITIES THAT CAUSE AIR POLLUTION AND EMISSIONS THAT CONTRIBUTE TO CLIMATE CHANGE BY ACCELERATING THE DEVELOPMENT AND INCREASING THE USE OF NEAR-ZERO AND ZERO EMISSION VEHICLES AND EQUIPMENT IN LOS ANGELES, RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES, THROUGH A HALF CENT SALES TAX INCREASE.

9. I am going to read you some of the different ways funds raised by this measure could be used by AQMD. After I read each one, please tell me how important that use of funds is to you personally: extremely important, very important, somewhat important, or not too important. **(RANDOMIZE)**

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
[]a. Replacing diesel powered trucks, trains, ships and other vehicles with near-zero and zero emission vehicles-----	33%	28%	21%	15%	3%	61%
(ASK SPLIT SAMPLE A ONLY)						
[]b. Converting Port of L.A. and Long Beach cargo equipment and vehicles to near-zero and zero emission technology -----	28%	27%	27%	14%	3%	55%
[]c. Retrofitting ships with emission control systems to reduce air pollution in the Ports of L.A. and Long Beach -----	26%	28%	26%	16%	4%	54%
[]d. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	29%	27%	26%	15%	2%	57%
[]e. Providing financial incentives for car buyers to purchase zero-emission and advanced hybrid-electric cars -----	29%	29%	23%	18%	1%	58%
[]f. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available -----	24%	30%	27%	16%	2%	55%
[]g. Replacing diesel school buses with zero-emission battery electric buses or near-zero emission natural gas buses-----	35%	29%	21%	13%	2%	64%
[]h. Providing funding to help build dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion and reduce air pollution-----	26%	26%	25%	21%	3%	52%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
(ASK SPLIT SAMPLE A ONLY CON'T)						
[]i. Upgrading and electrifying the Southern California regional commuter rail systems to improve service, increase ridership and eliminate related diesel emissions -----	32%	31%	20%	15%	2%	63%
[]j. Providing financial incentives to speed up the transition of heavy-duty diesel trucks to near-zero emission natural gas, and/or zero emission electric or hydrogen fuel-cell trucks -----	29%	30%	24%	16%	1%	58%
[]k. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure so that it both reduces air pollution and boosts the region's economy -----	30%	33%	25%	10%	2%	63%
(ASK SPLIT SAMPLE B ONLY)						
[]l. Replacing older trains with new cleaner models to reduce emissions -----	26%	33%	26%	14%	2%	59%
[]m. Providing incentives to ensure that the cleanest and lowest emitting ships that help reduce air pollution are directed to the Ports of L.A. and Long Beach-----	25%	30%	24%	17%	4%	55%
[]n. Funding incentives for the early changeover of heavy-duty diesel trucks to near-zero emission natural gas trucks and/or zero emission electric or hydrogen fuel-cell trucks -----	28%	31%	22%	16%	3%	60%
[]o. Upgrading infrastructure at the Ports of L.A. and Long Beach that reduce air pollution by allowing ships to use electric power instead of fossil fuels -----	29%	37%	18%	13%	3%	66%
[]p. Replacing older diesel school buses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County school districts with zero emission electric or near-zero emission natural gas buses-----	33%	35%	19%	12%	1%	67%
[]q. Funding programs to help small businesses upgrade to cleaner equipment to help the economy and reduce air pollution at the same time -----	27%	33%	23%	15%	2%	60%
[]r. Electrifying and expanding local light-rail transit lines -----	30%	32%	21%	15%	3%	61%
[]s. Requiring the district to distribute funds generated by a sales tax increase in proportion to each County's population-----	20%	31%	22%	20%	7%	51%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
(ASK SPLIT SAMPLE B ONLY CON'T)						
[]t. Providing manufacturers of zero emission and near-zero emission technology financial incentives to locate manufacturing and business operations in southern California to ensure funds raised create local jobs and support our economy -----	32%	30%	21%	15%	2%	62%
[]u. Providing funding for alternative fueling and electric vehicle charging stations and infrastructure-----	27%	32%	23%	16%	1%	60%

(RESUME ASKING ALL RESPONDENTS)

10. I am going to read you some statements made by people who support the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not a convincing reason to vote yes. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY</u> <u>CONV</u>	<u>SMWT</u> <u>CONV</u>	<u>NOT</u> <u>CONV</u>	<u>DON'T</u> <u>BEL</u>	<u>(DK/</u> <u>NA)</u>	<u>VERY/</u> <u>SMWT</u>
[]a. (HEALTH) The air in Southern California's 4-county South Coast region is among the nation's most polluted and exceeds federal health-based air quality standards about 40 percent of the year. Long-term exposure to polluted air can lead to heart and lung illnesses and diseases like asthma, emphysema, and cancer. Passing this measure will help to speed up the transition to near-zero and zero emission vehicles to reduce air pollution and emissions that pose serious health risks. -----	41%	29%	13%	13%	3%	71%
[]b. (TRUCKS-INCENTIVES) Air pollution emissions from heavy-duty, diesel-powered trucks account for 52 percent of all on-road mobile emissions and 31 percent of overall mobile source emissions, which includes off-road sources like ships, trains, construction equipment, and planes in the South Coast region. This ballot measure will allow AQMD to expand incentive programs to truckers and their companies to accelerate their switch to natural gas, electric and other near-zero or zero emission vehicles critical to reducing air pollution and combating emissions that cause climate change. -----	36%	36%	13%	11%	4%	72%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
[]c. (ACCOUNTABILITY) To make sure funds are spent efficiently, effectively and as promised, the measure requires strict accountability requirements, including the preparation of a spending plan, to ensure transparency and public oversight. This includes annual financial and performance audits, prohibiting Sacramento from taking any of the funds, and local control over funds so every dollar raised is used to improve air quality in the AQMD four county region. -----	38%	32%	12%	15%	3%	70%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (FAIRNESS-\$50) This ballot measure to eliminate unhealthy air pollution in the South Coast region will spread the cost among many, including businesses and tourists, and the sales tax is not applied to essential necessities like housing, groceries and prescription medicine. This ballot measure would only cost the typical household about 50 dollars per year, or less than one dollar per week. -----	30%	31%	16%	20%	3%	61%
[]e. (GHG) Gasoline powered cars, heavy-duty trucks, cargo ships and equipment at the Ports of L.A. and Long Beach, trains and other mobile sources are major sources of greenhouse gas emissions that cause climate change. Passing this measure will enable the AQMD to promote the use of clean technologies to make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. -----	35%	33%	16%	14%	3%	68%
[]f. (ECONOMY & JOBS) This measure requires the AQMD to give preference to companies that base their manufacturing and operations in southern California because our tax dollars should be used to support our local economy. This will encourage new private sector investments that will create good jobs and new opportunities for local workers and small businesses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County. -----	32%	37%	13%	14%	4%	69%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]g. (FAIRNESS-GOODS) About 60 percent of the items coming through the Ports of L.A. and Long Beach stay within the local region. All residents in the South Coast region are consumers of goods and products, which helps our local economy, but these goods, transported by trucks, ships, trains, and planes, cause air pollution throughout Southern California. It is fair and appropriate to ask residents to take responsibility for this pollution by contributing to programs that can help to create cleaner and healthier air for all of us. -----	26%	29%	26%	14%	4%	56%
[]h. (TRAFFIC CONGESTION) To help reduce traffic congestion throughout the region and at the local level, as well as cutdown on air pollution and create new jobs, this measure funds investments in new local light-rail transit service in each Southern California county and expands Metrolink, our regional commuter rail system, to help get more cars off local freeways and roads.-----	35%	37%	16%	9%	3%	72%
[]i. (EFFECTIVE) AQMD's grant and incentive programs to reduce air pollution and emissions have improved air quality in the Southland. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled and the number of vehicles has increased four-fold since then. This measure will expand these successful programs to replace older, dirtier diesel buses and trucks with 21 st Century zero emission and near-zero emission vehicles. -----	38%	37%	12%	9%	4%	75%
(ASK ONLY TO LOS ANGELES COUNTY VOTERS)						
[]j. (LA LIVES) Implementing grant and incentive programs to reduce air pollution would prevent over one thousand premature deaths annually of L.A. County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----	38%	30%	18%	11%	3%	68%

<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
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(LOS ANGELES COUNTY VOTERS, CONT.)

<p>[]k. (LA SAVINGS) Air pollution costs L.A. County residents and workers up to ten billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated 22 million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness.</p>	<p>-----41%----- 31% ---- 13% ----- 12% ----- 3%</p>	<p>72%</p>
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(ASK ONLY TO ORANGE COUNTY VOTERS)

<p>[]l. (ORANGE LIVES) Implementing grant and incentive programs to reduce air pollution would prevent two hundred premature deaths annually of Orange County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside.</p>	<p>-----27%----- 30% ---- 21% ----- 16% ----- 5%</p>	<p>57%</p>
--	--	------------

<p>[]m. (ORANGE SAVINGS) Air pollution costs Orange County residents and workers more than one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness.</p>	<p>-----32%----- 25% ---- 19% ----- 20% ----- 4%</p>	<p>57%</p>
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(ASK ONLY TO RIVERSIDE COUNTY VOTERS)

<p>[]n. (RIVERSIDE LIVES) Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of Riverside County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside.</p>	<p>-----24%----- 26% ---- 21% ----- 23% ----- 6%</p>	<p>50%</p>
--	--	------------

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(RIVERSIDE COUNTY VOTERS CONT.)						
[]o. (RIVERSIDE SAVINGS) Air pollution costs Riverside County residents and workers more than two billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated six million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----	27%	30%	17%	22%	4%	57%
(ASK ONLY TO SAN BERNARDINO COUNTY VOTERS)						
[]p. (SAN BERNARDINO LIVES) Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of San Bernardino County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----	26%	33%	18%	20%	4%	59%
[]q. (SAN BERNARDINO SAVINGS) Air pollution costs San Bernardino County residents and workers one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----	30%	29%	15%	24%	3%	59%

(RESUME ASKING ALL RESPONDENTS)

11. Having heard this, let me ask you again about the about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES -----	65%
Definitely yes-----	42%
Probably yes-----	20%
Undecided, lean yes-----	3%
 TOTAL NO -----	 33%
Undecided, lean no-----	1%
Probably no-----	6%
Definitely no-----	26%
 (DON'T READ) DK/NA -----	 2%

(ASK Q12 ONLY TO RESPONDENTS CODED 2-7 IN Q11)

12. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects by improving local light-rail transit and upgrading regional commuter rail systems in Southern California, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q12</u>	<u>Q11/Q12</u>
TOTAL YES -----	43%	65%
Definitely yes-----	11%	48%
Probably yes-----	28%	14%
Undecided, lean yes-----	4%	2%
 TOTAL NO -----	 51%	 31%
Undecided, lean no-----	2%	1%
Probably no-----	10%	4%
Definitely no-----	39%	26%
 (DK/NA) -----	 6%	 4%

(RESUME ASKING ALL RESPONDENTS)

13. Here are some statements from people who oppose this ballot measure. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. (MORE TAXES) Californians already pay some of the highest income and sales taxes in the nation, the state gas tax was raised 12 cents last year and the new federal tax law significantly reduces Californians' deductions. -----	39%	25%	21%	10%	5%	64%
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	29%	22%	25%	20%	5%	51%
[]c. (SOME WON'T PAY) Some cities within AQMD already are taxed at the maximum rate allowed by law and this measure will not increase their taxes. However, those cities will still get the benefit from taxes imposed on other cities. -----	20%	28%	27%	17%	8%	48%
(ASK SPLIT SAMPLE B ONLY)						
[]d. (UNFAIR) This measure is unfair to Southern California residents who are doing their part to reduce air pollution by carpooling, using public transportation, riding a bike or driving electric vehicles. Furthermore, higher sales taxes will hurt those who can least afford it, low-income families and seniors struggling with the high cost of living and rising housing prices. -----	35%	30%	22%	9%	5%	64%
[]e. (OUT OF STATE) Most of the manufacturing for zero emission and near zero emission technology occurs out of state. This tax measure will just divert funds out of the local economy, once again taking middle class jobs out of state. -----	22%	28%	28%	14%	8%	51%

(SPLIT SAMPLE B ONLY, CONT.)

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
[]f. (CORPORATE WELFARE) The AQMD wants to raise taxes on Southern California residents and then give our money to trucking and cargo companies to pay for new equipment. This corporate welfare is how big business rigs the system at the expense of working families.-----	26%	27%	25%	16%	6%	54%

(ASK ITEM g ONLY TO VOTERS IN RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES)

[]g. (FAIR SHARE) This measure raises taxes on all Southern California residents, but the vast majority of money is likely to be spent in L.A. County. The AQMD has produced no plan and has failed to provide specific information detailing how funds will be distributed fairly among the four counties.-----	35%	35%	17%	7%	6%	70%
--	-----	-----	-----	----	----	-----

(RESUME ASKING ALL RESPONDENTS)

14. Sometimes over the course of a survey like this one people change their minds and sometimes they do not. Let me ask you one more time about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON'T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES-----61%
 Definitely yes-----39%
 Probably yes-----19%
 Undecided, lean yes-----3%

TOTAL NO-----35%
 Undecided, lean no-----2%
 Probably no-----7%
 Definitely no-----27%

(DON'T READ) DK/NA-----4%

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

15. Do you have children? (IF YES, ASK: “Do you have any children under the age of 19 living at home?”)

Yes, children under 19 at home----- 23%
 Yes, no children under 19 at home----- 25%
 No, no children ----- 50%
 (DON'T READ) DK/NA/REFUSED -----3%

16. With which racial or ethnic group do you identify yourself? (READ RESPONSES)

Hispanic/Latino ----- 31%
 African-American or Black -----5%
 Anglo/White ----- 49%
 Asian/Pacific Islander-----7%
 Something else -----3%
 (DON'T READ) Refused/NA -----5%

17. What was the last level of school you completed?

Grades 1-8 -----5%
 Grades 9-11-----2%
 High school graduate-----8%
 Some college/business/vocational school----- 24%
 College graduate ----- 32%
 Post-graduate work/professional school ----- 25%
 (DON'T READ) Don't know -----3%

18. I don't need to know the exact amount, but I'm going to read you some categories for household income. Would you please stop me when I have read the category indicating the total combined income for all the people in your household before taxes in 2018?

\$25,000 and under----- 12%
 \$25,001 - \$50,000----- 14%
 \$50,001 - \$75,000----- 15%
 \$75,001 - \$100,000 ----- 12%
 \$100,001 - \$150,000----- 16%
 More than \$150,000----- 17%
 (DON'T READ) Refused/NA ----- 14%

THANK YOU FOR PARTICIPATING IN OUR SURVEY

Gender: Male----- 48%
 Female----- 51%
 Other/Prefer not to say -----0%

Language of Interview English----- 96%
 Spanish -----4%

Party Registration: From file Democrat----- 48%
 Republican ----- 25%
 No Party Preference----- 23%
 Other -----5%

STATEWIDE FLAGS

G08 ----- 57%
 P10----- 29%
 G10 ----- 51%
 P12----- 30%
 G12 ----- 64%
 P14----- 29%
 G14 ----- 48%
 P16----- 57%
 G16 ----- 86%
 P18----- 61%
 BLANK -----5%

PERMANENT ABSENTEE

Yes----- 63%
 No----- 37%

VOTE BY MAIL

1----- 17%
 2----- 11%
 3+ ----- 24%
 BLANK ----- 47%

AGE

18-29 ----- 18%
 30-39 ----- 17%
 40-49 ----- 16%
 50-54 ----- 9%
 55-59 ----- 9%
 60-64 ----- 9%
 65-74 ----- 13%
 75+ ----- 10%
 BLANK -----0%

OWN/RENT

Own----- 54%
 Rent -----46%

FOREIGN BORN

Yes ----- 27%
 No ----- 73%

HOUSEHOLD PARTY

1 DEM ----- 28%
 2+ DEMS ----- 12%
 1 REP----- 10%
 2+ REPS -----9%
 1 INDEPENDENT ----- 16%
 MIXED----- 25%

COUNTY

Los Angeles ----- 62%
 Orange----- 18%
 San Bernardino-----8%
 Riverside ----- 12%

INTERVIEW MODE

Phone ----- 50%
 Online ----- 50%

A/B SPLIT

Split A ----- 50%
 Split B ----- 50%



SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
BALLOT MEASURE FEASIBILITY SURVEY
220-5215-WT
N=722
LOS ANGELES COUNTY
MARGIN OF SAMPLING ERROR ±4.1% (95% CONFIDENCE INTERVAL)

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: "Do you own a cell phone?")**

- Yes, cell and can talk safely ----- 60%
- Yes, cell but cannot talk safely ----- **TERMINATE**
- No, not on cell, but own one ----- 32%
- No, not on cell and do not own one -----8%
- (DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. Generally speaking, do you think things in _____ **(READ ITEMS BELOW)** are headed in the right direction, or do you feel that they are off on the wrong track? **(DO NOT ROTATE)**

	<u>RIGHT</u> <u>DIRECTION</u>	<u>WRONG</u> <u>TRACK</u>	<u>(DK/</u> <u>NA)</u>
a. Southern California -----	47%	35%	18%
b. [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] -----	44%	38%	18%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	VERY <u>FAV</u>	SMWT <u>FAV</u>	SMWT <u>UNFAV</u>	VERY <u>UNFAV</u>	(CAN'T <u>RATE</u>	NEVER <u>HEARD</u> <u>OF/DK</u>		<u>TOTAL</u> <u>FAV</u>	<u>TOTAL</u> <u>UNFAV</u>
(ASK SPLIT SAMPLE A ONLY)									
[]a. (T) South Coast Air Quality Management District -----	12%	27%	10%	6%	12%	32%		40%	16%
[]b. (T) The California Air Resources Board-----	12%	23%	8%	7%	13%	36%		36%	15%

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>(CAN'T RATE</u>	<u>NEVER HEARD OF/DK</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(ASK SPLIT SAMPLE B ONLY)								
[]c. (T) The AQMD -----	7%	19%	9%	8%	12%	46%	26%	17%
[]d. (T) Your County Board of Supervisors -----	6%	27%	13%	12%	17%	25%	33%	25%

(RESUME ASKING ALL RESPONDENTS)

3. Next, I am going read you the summary of a measure that may appear on the ballot in a future election. The measure may read as follows: **(READ SLOWLY AND CAREFULLY)**

SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON'T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES-----64%
 Definitely yes-----36%
 Probably yes-----25%
 Undecided, lean yes-----4%

TOTAL NO-----31%
 Undecided, lean no-----1%
 Probably no-----7%
 Definitely no-----23%

(DON'T READ) DK/NA-----6%

(ASK Q4 ONLY IF CODED 2-7 Q3)

4. If instead of a one-half cent sales tax increase, the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE to reduce air pollution/emissions contributing to climate change and improve public health increased the sales tax by one-quarter cent, would you vote yes in favor of this measure, or no to oppose it? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q4</u>	<u>Q3/Q4</u>
TOTAL YES -----	48%	66%
Definitely yes-----	15%	47%
Probably yes-----	29%	15%
Undecided, lean yes-----	4%	3%
 TOTAL NO -----	 48%	 33%
Undecided, lean no-----	3%	1%
Probably no-----	10%	4%
Definitely no-----	35%	27%
 (DK/NA) -----	 4%	 2%

(ASK Q5 TO SPLIT SAMPLE A RESPONDENTS ONLY)

5. If this measure was written so the sales tax increase expired after 20 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY -----	24%
Much more likely-----	10%
Somewhat more likely-----	14%
 TOTAL LESS LIKELY -----	 13%
Somewhat less likely-----	3%
Much less likely-----	10%
 MAKES NO DIFF/DK/NA -----	 63%
Makes no difference-----	59%
(DON’T READ) DK/NA -----	4%

(ASK Q6 TO SPLIT SAMPLE B RESPONDENTS ONLY)

6. If this measure was written so the sales tax increase expired after 30 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 27%
 Much more likely----- 14%
 Somewhat more likely ----- 13%

TOTAL LESS LIKELY ----- 14%
 Somewhat less likely-----3%
 Much less likely----- 11%

MAKES NO DIFF/DK/NA ----- 59%
 Makes no difference----- 56%
(DON’T READ) DK/NA -----3%

(RESUME ASKING ALL RESPONDENTS)

7. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects that improved local light-rail transit and upgraded regional commuter rail systems in Southern California, would that make you more likely or less likely to vote Yes to approve the measure? **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 65%
 Much more likely----- 43%
 Somewhat more likely ----- 22%

TOTAL LESS LIKELY ----- 12%
 Somewhat less likely-----4%
 Much less likely-----8%

MAKES NO DIFF/DK/NA ----- 23%
 Makes no difference----- 20%
(DON’T READ) DK/NA -----3%

(RESUME ASKING ALL RESPONDENTS)

8. Next, I am going to read some statements. For each one, please tell me if you agree or disagree with it. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or just somewhat?”)**
(RANDOMIZE)

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
[]a. Cities and counties across Southern California may lose billions of dollars in federal highway funding, as well as suffer from other federal sanctions, if our region does not meet federal clean air standards -----	21%	24%	13%	13%	28%	45%	27%
[]b. The Federal Government is not doing its part to reduce air pollution, and Washington politicians are likely to cut funding for programs to improve air quality in Southern California -----	54%	17%	10%	13%	6%	71%	23%
(ASK SPLIT SAMPLE A ONLY)							
[]c. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will help to reduce asthma, cancer and other diseases, as well as premature death, caused by air pollution -----	54%	22%	9%	8%	7%	77%	17%
[]d. Providing financial incentives to local manufacturers to develop near-zero and zero emission technology will help the local economy and create new economic opportunities -----	51%	28%	8%	9%	4%	79%	17%
[]e. [INSERT NAME OF RESPONDENT’S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County does not receive its fair share to fund programs that would reduce air pollution and improve local air quality -----	25%	19%	12%	14%	30%	44%	26%
[]f. Sacramento politicians should increase funding for programs to improve air quality in Southern California -----	55%	23%	7%	11%	4%	78%	18%

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
(ASK SPLIT SAMPLE B ONLY)							
[]g. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will cut down on air pollution and greenhouse gases that cause climate change-----	58%	23%	6%	9%	5%	81%	14%
[]h. Building new light-rail transit service in each Southern California county as well as expanding Metrolink, our regional commuter rail system, would help to improve air quality, reduce traffic congestion and create thousands of good local jobs -----	53%	32%	4%	5%	6%	85%	9%
[]i. (PT) It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and accelerated use of clean, zero and near-zero emission vehicles -----	42%	21%	11%	12%	13%	63%	24%
[]j. State government is not doing its part to reduce air pollution -----	23%	19%	28%	15%	16%	42%	42%
[]k. Air pollution is worse in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County than it is in the rest of Southern California -----	38%	29%	11%	8%	13%	68%	20%
(ASK ONLY TO VOTERS IN SAN BERNARDINO & RIVERSIDE COUNTIES)							
[]l. The high number of trucks going to and from distribution centers across the Inland Empire have a significant negative impact on local air quality-----	0%	0%	0%	0%	0%	0%	0%
(ASK ONLY TO VOTERS IN LOS ANGELES & ORANGE COUNTIES)							
[]m. Cargo ships, trains and trucks going in and out of the Ports of L.A. and Long Beach have a significant negative impact on local air quality-----	38%	27%	12%	8%	14%	66%	21%

(RESUME ASKING ALL RESPONDENTS)

NOW I WOULD LIKE TO RETURN TO THE SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE THAT WE DISCUSSED EARLIER. AS YOU MAY RECALL, THIS MEASURE WOULD EXPAND FINANCIAL INCENTIVE PROGRAMS IMPLEMENTED BY AQMD TO REDUCE EMISSIONS FROM AIR POLLUTION SOURCES LIKE CARS, BUSES, TRUCKS, TRAINS AND CARGO FACILITIES THAT CAUSE AIR POLLUTION AND EMISSIONS THAT CONTRIBUTE TO CLIMATE CHANGE BY ACCELERATING THE DEVELOPMENT AND INCREASING THE USE OF NEAR-ZERO AND ZERO EMISSION VEHICLES AND EQUIPMENT IN LOS ANGELES, RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES, THROUGH A HALF CENT SALES TAX INCREASE.

9. I am going to read you some of the different ways funds raised by this measure could be used by AQMD. After I read each one, please tell me how important that use of funds is to you personally: extremely important, very important, somewhat important, or not too important. **(RANDOMIZE)**

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
[]a. Replacing diesel powered trucks, trains, ships and other vehicles with near-zero and zero emission vehicles-----	37%	29%	19%	12%	3%	66%
(ASK SPLIT SAMPLE A ONLY)						
[]b. Converting Port of L.A. and Long Beach cargo equipment and vehicles to near-zero and zero emission technology -----	31%	28%	27%	10%	4%	59%
[]c. Retrofitting ships with emission control systems to reduce air pollution in the Ports of L.A. and Long Beach -----	27%	32%	26%	12%	4%	59%
[]d. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	33%	29%	24%	12%	2%	62%
[]e. Providing financial incentives for car buyers to purchase zero-emission and advanced hybrid-electric cars -----	33%	31%	23%	12%	1%	64%
[]f. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available -----	27%	30%	30%	11%	2%	57%
[]g. Replacing diesel school buses with zero-emission battery electric buses or near-zero emission natural gas buses-----	39%	29%	22%	9%	2%	68%
[]h. Providing funding to help build dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion and reduce air pollution-----	26%	29%	25%	17%	3%	55%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
(ASK SPLIT SAMPLE A ONLY CON'T)						
[]i. Upgrading and electrifying the Southern California regional commuter rail systems to improve service, increase ridership and eliminate related diesel emissions -----	37%	31%	21%	10%	1%	68%
[]j. Providing financial incentives to speed up the transition of heavy-duty diesel trucks to near-zero emission natural gas, and/or zero emission electric or hydrogen fuel-cell trucks -----	31%	32%	24%	11%	1%	63%
[]k. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure so that it both reduces air pollution and boosts the region's economy -----	32%	38%	22%	6%	1%	71%
(ASK SPLIT SAMPLE B ONLY)						
[]l. Replacing older trains with new cleaner models to reduce emissions -----	27%	36%	23%	12%	1%	63%
[]m. Providing incentives to ensure that the cleanest and lowest emitting ships that help reduce air pollution are directed to the Ports of L.A. and Long Beach-----	27%	33%	22%	14%	3%	61%
[]n. Funding incentives for the early changeover of heavy-duty diesel trucks to near-zero emission natural gas trucks and/or zero emission electric or hydrogen fuel-cell trucks -----	33%	33%	19%	13%	3%	65%
[]o. Upgrading infrastructure at the Ports of L.A. and Long Beach that reduce air pollution by allowing ships to use electric power instead of fossil fuels -----	32%	40%	14%	11%	3%	72%
[]p. Replacing older diesel school buses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County school districts with zero emission electric or near-zero emission natural gas buses-----	37%	36%	16%	10%	1%	73%
[]q. Funding programs to help small businesses upgrade to cleaner equipment to help the economy and reduce air pollution at the same time -----	29%	36%	21%	14%	1%	65%
[]r. Electrifying and expanding local light-rail transit lines -----	32%	37%	18%	10%	3%	69%
[]s. Requiring the district to distribute funds generated by a sales tax increase in proportion to each County's population-----	21%	34%	21%	18%	6%	55%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
(ASK SPLIT SAMPLE B ONLY CON'T)						
[]t. Providing manufacturers of zero emission and near-zero emission technology financial incentives to locate manufacturing and business operations in southern California to ensure funds raised create local jobs and support our economy -----	33%	33%	20%	13%	1%	66%
[]u. Providing funding for alternative fueling and electric vehicle charging stations and infrastructure-----	29%	37%	22%	12%	1%	66%

(RESUME ASKING ALL RESPONDENTS)

10. I am going to read you some statements made by people who support the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not a convincing reason to vote yes. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY</u> <u>CONV</u>	<u>SMWT</u> <u>CONV</u>	<u>NOT</u> <u>CONV</u>	<u>DON'T</u> <u>BEL</u>	<u>(DK/</u> <u>NA)</u>	<u>VERY/</u> <u>SMWT</u>
[]a. (HEALTH) The air in Southern California's 4-county South Coast region is among the nation's most polluted and exceeds federal health-based air quality standards about 40 percent of the year. Long-term exposure to polluted air can lead to heart and lung illnesses and diseases like asthma, emphysema, and cancer. Passing this measure will help to speed up the transition to near-zero and zero emission vehicles to reduce air pollution and emissions that pose serious health risks. -----	45%	30%	13%	9%	3%	75%
[]b. (TRUCKS-INCENTIVES) Air pollution emissions from heavy-duty, diesel-powered trucks account for 52 percent of all on-road mobile emissions and 31 percent of overall mobile source emissions, which includes off-road sources like ships, trains, construction equipment, and planes in the South Coast region. This ballot measure will allow AQMD to expand incentive programs to truckers and their companies to accelerate their switch to natural gas, electric and other near-zero or zero emission vehicles critical to reducing air pollution and combating emissions that cause climate change. -----	38%	37%	13%	8%	4%	76%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
[]c. (ACCOUNTABILITY) To make sure funds are spent efficiently, effectively and as promised, the measure requires strict accountability requirements, including the preparation of a spending plan, to ensure transparency and public oversight. This includes annual financial and performance audits, prohibiting Sacramento from taking any of the funds, and local control over funds so every dollar raised is used to improve air quality in the AQMD four county region. -----	40%	35%	11%	12%	3%	74%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (FAIRNESS-\$50) This ballot measure to eliminate unhealthy air pollution in the South Coast region will spread the cost among many, including businesses and tourists, and the sales tax is not applied to essential necessities like housing, groceries and prescription medicine. This ballot measure would only cost the typical household about 50 dollars per year, or less than one dollar per week. -----	31%	32%	16%	17%	3%	64%
[]e. (GHG) Gasoline powered cars, heavy-duty trucks, cargo ships and equipment at the Ports of L.A. and Long Beach, trains and other mobile sources are major sources of greenhouse gas emissions that cause climate change. Passing this measure will enable the AQMD to promote the use of clean technologies to make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. -----	38%	33%	16%	11%	2%	71%
[]f. (ECONOMY & JOBS) This measure requires the AQMD to give preference to companies that base their manufacturing and operations in southern California because our tax dollars should be used to support our local economy. This will encourage new private sector investments that will create good jobs and new opportunities for local workers and small businesses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County. -----	34%	40%	13%	10%	4%	74%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]g. (FAIRNESS-GOODS) About 60 percent of the items coming through the Ports of L.A. and Long Beach stay within the local region. All residents in the South Coast region are consumers of goods and products, which helps our local economy, but these goods, transported by trucks, ships, trains, and planes, cause air pollution throughout Southern California. It is fair and appropriate to ask residents to take responsibility for this pollution by contributing to programs that can help to create cleaner and healthier air for all of us. -----	29%	31%	24%	11%	5%	60%
[]h. (TRAFFIC CONGESTION) To help reduce traffic congestion throughout the region and at the local level, as well as cutdown on air pollution and create new jobs, this measure funds investments in new local light-rail transit service in each Southern California county and expands Metrolink, our regional commuter rail system, to help get more cars off local freeways and roads.-----	40%	38%	14%	6%	2%	77%
[]i. (EFFECTIVE) AQMD's grant and incentive programs to reduce air pollution and emissions have improved air quality in the Southland. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled and the number of vehicles has increased four-fold since then. This measure will expand these successful programs to replace older, dirtier diesel buses and trucks with 21 st Century zero emission and near-zero emission vehicles. -----	40%	39%	11%	6%	4%	79%
(ASK ONLY TO LOS ANGELES COUNTY VOTERS)						
[]j. (LA LIVES) Implementing grant and incentive programs to reduce air pollution would prevent over one thousand premature deaths annually of L.A. County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----	38%	30%	18%	11%	3%	68%

<u>VERY</u> <u>CONV</u>	<u>SMWT</u> <u>CONV</u>	<u>NOT</u> <u>CONV</u>	<u>DON'T</u> <u>BEL</u>	<u>(DK/</u> <u>NA)</u>	<u>VERY/</u> <u>SMWT</u>
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(LOS ANGELES COUNTY VOTERS, CONT.)

[]k. **(LA SAVINGS)** Air pollution costs L.A. County residents and workers up to ten billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated 22 million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness. -----41%----- 31% ---- 13% ----- 12% ----- 3% 72%

(ASK ONLY TO ORANGE COUNTY VOTERS)

[]l. **(ORANGE LIVES)** Implementing grant and incentive programs to reduce air pollution would prevent two hundred premature deaths annually of Orange County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----0% -----0% ----- 0%-----0% -----0% 0%

[]m. **(ORANGE SAVINGS)** Air pollution costs Orange County residents and workers more than one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness. -----0% -----0% ----- 0%-----0% -----0% 0%

(ASK ONLY TO RIVERSIDE COUNTY VOTERS)

[]n. **(RIVERSIDE LIVES)** Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of Riverside County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----0% -----0% ----- 0%-----0% -----0% 0%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
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(RIVERSIDE COUNTY VOTERS CONT.)

[]o. (RIVERSIDE SAVINGS) Air pollution costs Riverside County residents and workers more than two billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated six million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----0% -----0% ----- 0%-----0% -----0%						0%
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(ASK ONLY TO SAN BERNARDINO COUNTY VOTERS)

[]p. (SAN BERNARDINO LIVES) Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of San Bernardino County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----0% -----0% ----- 0%-----0% -----0%						0%
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[]q. (SAN BERNARDINO SAVINGS) Air pollution costs San Bernardino County residents and workers one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----0% -----0% ----- 0%-----0% -----0%						0%
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(RESUME ASKING ALL RESPONDENTS)

11. Having heard this, let me ask you again about the about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES -----	70%
Definitely yes-----	44%
Probably yes-----	24%
Undecided, lean yes-----	2%
 TOTAL NO -----	 28%
Undecided, lean no-----	1%
Probably no-----	6%
Definitely no-----	21%
 (DON'T READ) DK/NA -----	 2%

(ASK Q12 ONLY TO RESPONDENTS CODED 2-7 IN Q11)

12. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects by improving local light-rail transit and upgrading regional commuter rail systems in Southern California, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q12</u>	<u>Q11/Q12</u>
TOTAL YES -----	50%	72%
Definitely yes-----	14%	53%
Probably yes-----	32%	17%
Undecided, lean yes-----	4%	2%
 TOTAL NO -----	 44%	 24%
Undecided, lean no-----	2%	1%
Probably no-----	10%	4%
Definitely no-----	32%	20%
 (DK/NA) -----	 6%	 3%

(RESUME ASKING ALL RESPONDENTS)

13. Here are some statements from people who oppose this ballot measure. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. (MORE TAXES) Californians already pay some of the highest income and sales taxes in the nation, the state gas tax was raised 12 cents last year and the new federal tax law significantly reduces Californians' deductions. -----	35%	27%	23%	10%	5%	62%
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	25%	20%	27%	22%	5%	46%
[]c. (SOME WON'T PAY) Some cities within AQMD already are taxed at the maximum rate allowed by law and this measure will not increase their taxes. However, those cities will still get the benefit from taxes imposed on other cities. -----	17%	28%	27%	19%	9%	45%
(ASK SPLIT SAMPLE B ONLY)						
[]d. (UNFAIR) This measure is unfair to Southern California residents who are doing their part to reduce air pollution by carpooling, using public transportation, riding a bike or driving electric vehicles. Furthermore, higher sales taxes will hurt those who can least afford it, low-income families and seniors struggling with the high cost of living and rising housing prices. -----	31%	32%	22%	10%	5%	63%
[]e. (OUT OF STATE) Most of the manufacturing for zero emission and near zero emission technology occurs out of state. This tax measure will just divert funds out of the local economy, once again taking middle class jobs out of state. -----	20%	29%	30%	13%	8%	49%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
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(SPLIT SAMPLE B ONLY, CONT.)

[]f. (CORPORATE WELFARE) The AQMD wants to raise taxes on Southern California residents and then give our money to trucking and cargo companies to pay for new equipment. This corporate welfare is how big business rigs the system at the expense of working families.	24%	29%	25%	16%	6%	53%
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(ASK ITEM g ONLY TO VOTERS IN RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES)

[]g. (FAIR SHARE) This measure raises taxes on all Southern California residents, but the vast majority of money is likely to be spent in L.A. County. The AQMD has produced no plan and has failed to provide specific information detailing how funds will be distributed fairly among the four counties.	0%	0%	0%	0%	0%	0%
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(RESUME ASKING ALL RESPONDENTS)

14. Sometimes over the course of a survey like this one people change their minds and sometimes they do not. Let me ask you one more time about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON'T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES-----67%
 Definitely yes-----43%
 Probably yes-----21%
 Undecided, lean yes-----4%

TOTAL NO-----29%
 Undecided, lean no-----2%
 Probably no-----5%
 Definitely no-----22%

(DON'T READ) DK/NA-----4%

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

15. Do you have children? (IF YES, ASK: “Do you have any children under the age of 19 living at home?”)

Yes, children under 19 at home----- 19%
 Yes, no children under 19 at home----- 23%
 No, no children ----- 55%
 (DON'T READ) DK/NA/REFUSED -----3%

16. With which racial or ethnic group do you identify yourself? (READ RESPONSES)

Hispanic/Latino ----- 34%
 African-American or Black -----7%
 Anglo/White ----- 45%
 Asian/Pacific Islander-----7%
 Something else -----3%
 (DON'T READ) Refused/NA -----4%

17. What was the last level of school you completed?

Grades 1-8 -----5%
 Grades 9-11-----2%
 High school graduate-----9%
 Some college/business/vocational school----- 22%
 College graduate ----- 34%
 Post-graduate work/professional school ----- 25%
 (DON'T READ) Don't know -----3%

18. I don't need to know the exact amount, but I'm going to read you some categories for household income. Would you please stop me when I have read the category indicating the total combined income for all the people in your household before taxes in 2018?

\$25,000 and under----- 13%
 \$25,001 - \$50,000----- 14%
 \$50,001 - \$75,000----- 15%
 \$75,001 - \$100,000 ----- 12%
 \$100,001 - \$150,000----- 15%
 More than \$150,000----- 16%
 (DON'T READ) Refused/NA ----- 15%

THANK YOU FOR PARTICIPATING IN OUR SURVEY

Gender: Male----- 48%
 Female----- 52%
 Other/Prefer not to say -----0%

Language of Interview English----- 96%
 Spanish -----4%

Party Registration: From file

Democrat----- 54%
 Republican----- 18%
 No Party Preference----- 24%
 Other party-----4%

STATEWIDE FLAGS

G08----- 57%
 P10----- 28%
 G10----- 53%
 P12----- 29%
 G12----- 64%
 P14----- 29%
 G14----- 48%
 P16----- 60%
 G16----- 85%
 P18----- 61%
 BLANK-----6%

PERMANENT ABSENTEE

Yes----- 59%
 No----- 41%

VOTE BY MAIL

1----- 18%
 2----- 9%
 3+----- 21%
 BLANK----- 52%

AGE

18-29----- 18%
 30-39----- 18%
 40-49----- 16%
 50-54----- 9%
 55-59----- 9%
 60-64----- 8%
 65-74----- 12%
 75+----- 10%
 BLANK-----0%

OWN/RENT

Own----- 50%
 Rent----- 50%

FOREIGN BORN

Yes----- 31%
 No----- 69%

HOUSEHOLD PARTY

1 DEM----- 33%
 2+ DEMS----- 13%
 1 REP-----9%
 2+ REPS-----5%
 1 INDEPENDENT----- 18%
 MIXED----- 21%

COUNTY

Los Angeles-----100%
 Orange-----0%
 San Bernardino-----0%
 Riverside-----0%

SUPERVISORIAL DISTRICT

1----- 17%
 2----- 18%
 3----- 22%
 4----- 21%
 5----- 22%

INTERVIEW MODE

Phone----- 52%
 Online----- 48%

A/B SPLIT

Split A----- 50%
 Split B----- 50%



SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
BALLOT MEASURE FEASIBILITY SURVEY
220-5215-WT
N=279
ORANGE COUNTY
MARGIN OF SAMPLING ERROR ±6.2% (95% CONFIDENCE INTERVAL)

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: "Do you own a cell phone?")**

- Yes, cell and can talk safely ----- 53%
- Yes, cell but cannot talk safely ----- **TERMINATE**
- No, not on cell, but own one ----- 44%
- No, not on cell and do not own one ----- 3%
- (DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. Generally speaking, do you think things in _____ **(READ ITEMS BELOW)** are headed in the right direction, or do you feel that they are off on the wrong track? **(DO NOT ROTATE)**

	<u>RIGHT</u> <u>DIRECTION</u>	<u>WRONG</u> <u>TRACK</u>	<u>(DK/</u> <u>NA)</u>
a. Southern California -----	43%	45%	12%
b. [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] -----	49%	40%	11%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	VERY <u>FAV</u>	SMWT <u>FAV</u>	SMWT <u>UNFAV</u>	VERY <u>UNFAV</u>	(CAN'T <u>RATE</u>	NEVER <u>HEARD</u> <u>OF/DK</u>	<u>TOTAL</u> <u>FAV</u>	<u>TOTAL</u> <u>UNFAV</u>
(ASK SPLIT SAMPLE A ONLY)								
[]a. (T) South Coast Air Quality Management District -----	14%	32%	13%	7%	10%	24%	46%	19%
[]b. (T) The California Air Resources Board-----	3%	31%	14%	12%	9%	31%	34%	26%

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>(CAN'T RATE</u>	<u>NEVER HEARD OF/DK</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(ASK SPLIT SAMPLE B ONLY)								
[]c. (T) The AQMD -----	11%	23%	6%	8%	6%	45%	34%	14%
[]d. (T) Your County Board of Supervisors -----	6%	35%	18%	8%	15%	18%	41%	26%

(RESUME ASKING ALL RESPONDENTS)

3. Next, I am going read you the summary of a measure that may appear on the ballot in a future election. The measure may read as follows: **(READ SLOWLY AND CAREFULLY)**

SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES-----54%
 Definitely yes-----35%
 Probably yes-----18%
 Undecided, lean yes-----1%

TOTAL NO-----44%
 Undecided, lean no-----1%
 Probably no-----5%
 Definitely no-----37%

(DON'T READ) DK/NA-----2%

(ASK Q4 ONLY IF CODED 2-7 Q3)

4. If instead of a one-half cent sales tax increase, the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE to reduce air pollution/emissions contributing to climate change and improve public health increased the sales tax by one-quarter cent, would you vote yes in favor of this measure, or no to oppose it? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q4</u>	<u>Q3/Q4</u>
TOTAL YES -----	28%	55%
Definitely yes-----	9%	38%
Probably yes-----	16%	15%
Undecided, lean yes-----	2%	2%
 TOTAL NO -----	 70%	 43%
Undecided, lean no-----	4%	1%
Probably no-----	9%	6%
Definitely no-----	57%	36%
 (DK/NA) -----	 3%	 1%

(ASK Q5 TO SPLIT SAMPLE A RESPONDENTS ONLY)

5. If this measure was written so the sales tax increase expired after 20 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY -----	10%
Much more likely-----	4%
Somewhat more likely-----	6%
 TOTAL LESS LIKELY -----	 10%
Somewhat less likely-----	7%
Much less likely-----	3%
 MAKES NO DIFF/DK/NA -----	 80%
Makes no difference-----	79%
(DON’T READ) DK/NA -----	1%

(ASK Q6 TO SPLIT SAMPLE B RESPONDENTS ONLY)

6. If this measure was written so the sales tax increase expired after 30 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 20%
 Much more likely----- 11%
 Somewhat more likely -----9%

TOTAL LESS LIKELY ----- 13%
 Somewhat less likely-----3%
 Much less likely----- 10%

MAKES NO DIFF/DK/NA ----- 67%
 Makes no difference----- 64%
(DON’T READ) DK/NA -----3%

(RESUME ASKING ALL RESPONDENTS)

7. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects that improved local light-rail transit and upgraded regional commuter rail systems in Southern California, would that make you more likely or less likely to vote Yes to approve the measure? **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 50%
 Much more likely----- 30%
 Somewhat more likely ----- 20%

TOTAL LESS LIKELY ----- 17%
 Somewhat less likely-----3%
 Much less likely----- 15%

MAKES NO DIFF/DK/NA ----- 33%
 Makes no difference----- 30%
(DON’T READ) DK/NA -----3%

(RESUME ASKING ALL RESPONDENTS)

8. Next, I am going to read some statements. For each one, please tell me if you agree or disagree with it. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or just somewhat?”)**
(RANDOMIZE)

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
[]a. Cities and counties across Southern California may lose billions of dollars in federal highway funding, as well as suffer from other federal sanctions, if our region does not meet federal clean air standards -----	20%	26%	13%	15%	25%	46%	29%
[]b. The Federal Government is not doing its part to reduce air pollution, and Washington politicians are likely to cut funding for programs to improve air quality in Southern California -----	41%	20%	11%	18%	10%	60%	29%
(ASK SPLIT SAMPLE A ONLY)							
[]c. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will help to reduce asthma, cancer and other diseases, as well as premature death, caused by air pollution -----	43%	31%	5%	19%	2%	74%	24%
[]d. Providing financial incentives to local manufacturers to develop near-zero and zero emission technology will help the local economy and create new economic opportunities -----	39%	31%	10%	13%	7%	70%	23%
[]e. [INSERT NAME OF RESPONDENT’S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County does not receive its fair share to fund programs that would reduce air pollution and improve local air quality -----	24%	11%	10%	11%	44%	35%	21%
[]f. Sacramento politicians should increase funding for programs to improve air quality in Southern California -----	44%	25%	9%	16%	6%	69%	25%

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
(ASK SPLIT SAMPLE B ONLY)							
[]g. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will cut down on air pollution and greenhouse gases that cause climate change-----	43%	30%	10%	13%	4%	74%	23%
[]h. Building new light-rail transit service in each Southern California county as well as expanding Metrolink, our regional commuter rail system, would help to improve air quality, reduce traffic congestion and create thousands of good local jobs -----	34%	30%	11%	23%	3%	63%	34%
[]i. (PT) It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and accelerated use of clean, zero and near-zero emission vehicles -----	26%	29%	13%	18%	15%	55%	30%
[]j. State government is not doing its part to reduce air pollution -----	16%	27%	24%	18%	15%	44%	41%
[]k. Air pollution is worse in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County than it is in the rest of Southern California -----	5%	11%	30%	39%	15%	17%	69%
(ASK ONLY TO VOTERS IN SAN BERNARDINO & RIVERSIDE COUNTIES)							
[]l. The high number of trucks going to and from distribution centers across the Inland Empire have a significant negative impact on local air quality-----	0%	0%	0%	0%	0%	0%	0%
(ASK ONLY TO VOTERS IN LOS ANGELES & ORANGE COUNTIES)							
[]m. Cargo ships, trains and trucks going in and out of the Ports of L.A. and Long Beach have a significant negative impact on local air quality-----	31%	34%	9%	14%	13%	64%	23%

(RESUME ASKING ALL RESPONDENTS)

NOW I WOULD LIKE TO RETURN TO THE SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE THAT WE DISCUSSED EARLIER. AS YOU MAY RECALL, THIS MEASURE WOULD EXPAND FINANCIAL INCENTIVE PROGRAMS IMPLEMENTED BY AQMD TO REDUCE EMISSIONS FROM AIR POLLUTION SOURCES LIKE CARS, BUSES, TRUCKS, TRAINS AND CARGO FACILITIES THAT CAUSE AIR POLLUTION AND EMISSIONS THAT CONTRIBUTE TO CLIMATE CHANGE BY ACCELERATING THE DEVELOPMENT AND INCREASING THE USE OF NEAR-ZERO AND ZERO EMISSION VEHICLES AND EQUIPMENT IN LOS ANGELES, RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES, THROUGH A HALF CENT SALES TAX INCREASE.

9. I am going to read you some of the different ways funds raised by this measure could be used by AQMD. After I read each one, please tell me how important that use of funds is to you personally: extremely important, very important, somewhat important, or not too important. **(RANDOMIZE)**

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
[]a. Replacing diesel powered trucks, trains, ships and other vehicles with near-zero and zero emission vehicles-----	30%	24%	25%	18%	3%	54%
(ASK SPLIT SAMPLE A ONLY)						
[]b. Converting Port of L.A. and Long Beach cargo equipment and vehicles to near-zero and zero emission technology -----	28%	22%	35%	14%	0%	50%
[]c. Retrofitting ships with emission control systems to reduce air pollution in the Ports of L.A. and Long Beach -----	27%	24%	32%	15%	1%	51%
[]d. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	27%	21%	37%	13%	2%	48%
[]e. Providing financial incentives for car buyers to purchase zero-emission and advanced hybrid-electric cars -----	22%	27%	23%	26%	2%	49%
[]f. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available -----	22%	38%	17%	22%	0%	60%
[]g. Replacing diesel school buses with zero-emission battery electric buses or near-zero emission natural gas buses-----	29%	33%	17%	18%	2%	63%
[]h. Providing funding to help build dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion and reduce air pollution-----	24%	16%	24%	33%	3%	40%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
(ASK SPLIT SAMPLE A ONLY CON'T)						
[]i. Upgrading and electrifying the Southern California regional commuter rail systems to improve service, increase ridership and eliminate related diesel emissions -----	25%	38%	15%	21%	1%	63%
[]j. Providing financial incentives to speed up the transition of heavy-duty diesel trucks to near-zero emission natural gas, and/or zero emission electric or hydrogen fuel-cell trucks -----	24%	29%	26%	20%	1%	54%
[]k. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure so that it both reduces air pollution and boosts the region's economy -----	27%	26%	33%	12%	2%	53%
(ASK SPLIT SAMPLE B ONLY)						
[]l. Replacing older trains with new cleaner models to reduce emissions -----	22%	23%	32%	21%	2%	45%
[]m. Providing incentives to ensure that the cleanest and lowest emitting ships that help reduce air pollution are directed to the Ports of L.A. and Long Beach-----	17%	29%	29%	20%	4%	46%
[]n. Funding incentives for the early changeover of heavy-duty diesel trucks to near-zero emission natural gas trucks and/or zero emission electric or hydrogen fuel-cell trucks -----	20%	32%	28%	18%	1%	53%
[]o. Upgrading infrastructure at the Ports of L.A. and Long Beach that reduce air pollution by allowing ships to use electric power instead of fossil fuels -----	23%	33%	25%	16%	2%	56%
[]p. Replacing older diesel school buses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County school districts with zero emission electric or near-zero emission natural gas buses-----	25%	34%	28%	13%	0%	59%
[]q. Funding programs to help small businesses upgrade to cleaner equipment to help the economy and reduce air pollution at the same time -----	22%	34%	24%	18%	2%	56%
[]r. Electrifying and expanding local light-rail transit lines -----	24%	24%	27%	23%	1%	48%
[]s. Requiring the district to distribute funds generated by a sales tax increase in proportion to each County's population-----	18%	25%	23%	25%	8%	43%

	<u>EXT IMPT</u>	<u>VERY IMPT</u>	<u>SMWT IMPT</u>	<u>NOT TOO IMPT</u>	<u>(DK/ NA)</u>	<u>EXT/ VERY</u>
(ASK SPLIT SAMPLE B ONLY CON'T)						
[]t. Providing manufacturers of zero emission and near-zero emission technology financial incentives to locate manufacturing and business operations in southern California to ensure funds raised create local jobs and support our economy -----	31%	25%	25%	18%	0%	57%
[]u. Providing funding for alternative fueling and electric vehicle charging stations and infrastructure-----	29%	24%	27%	19%	1%	53%

(RESUME ASKING ALL RESPONDENTS)

10. I am going to read you some statements made by people who support the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not a convincing reason to vote yes. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
[]a. (HEALTH) The air in Southern California's 4-county South Coast region is among the nation's most polluted and exceeds federal health-based air quality standards about 40 percent of the year. Long-term exposure to polluted air can lead to heart and lung illnesses and diseases like asthma, emphysema, and cancer. Passing this measure will help to speed up the transition to near-zero and zero emission vehicles to reduce air pollution and emissions that pose serious health risks. -----	38%	24%	15%	18%	5%	62%
[]b. (TRUCKS-INCENTIVES) Air pollution emissions from heavy-duty, diesel-powered trucks account for 52 percent of all on-road mobile emissions and 31 percent of overall mobile source emissions, which includes off-road sources like ships, trains, construction equipment, and planes in the South Coast region. This ballot measure will allow AQMD to expand incentive programs to truckers and their companies to accelerate their switch to natural gas, electric and other near-zero or zero emission vehicles critical to reducing air pollution and combating emissions that cause climate change. -----	34%	35%	12%	14%	5%	69%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
[]c. (ACCOUNTABILITY) To make sure funds are spent efficiently, effectively and as promised, the measure requires strict accountability requirements, including the preparation of a spending plan, to ensure transparency and public oversight. This includes annual financial and performance audits, prohibiting Sacramento from taking any of the funds, and local control over funds so every dollar raised is used to improve air quality in the AQMD four county region. -----	38%	25%	13%	18%	5%	64%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (FAIRNESS-\$50) This ballot measure to eliminate unhealthy air pollution in the South Coast region will spread the cost among many, including businesses and tourists, and the sales tax is not applied to essential necessities like housing, groceries and prescription medicine. This ballot measure would only cost the typical household about 50 dollars per year, or less than one dollar per week. -----	28%	34%	14%	22%	1%	62%
[]e. (GHG) Gasoline powered cars, heavy-duty trucks, cargo ships and equipment at the Ports of L.A. and Long Beach, trains and other mobile sources are major sources of greenhouse gas emissions that cause climate change. Passing this measure will enable the AQMD to promote the use of clean technologies to make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. -----	34%	36%	10%	15%	4%	70%
[]f. (ECONOMY & JOBS) This measure requires the AQMD to give preference to companies that base their manufacturing and operations in southern California because our tax dollars should be used to support our local economy. This will encourage new private sector investments that will create good jobs and new opportunities for local workers and small businesses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County. -----	29%	36%	13%	19%	3%	65%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]g. (FAIRNESS-GOODS) About 60 percent of the items coming through the Ports of L.A. and Long Beach stay within the local region. All residents in the South Coast region are consumers of goods and products, which helps our local economy, but these goods, transported by trucks, ships, trains, and planes, cause air pollution throughout Southern California. It is fair and appropriate to ask residents to take responsibility for this pollution by contributing to programs that can help to create cleaner and healthier air for all of us.	21%	29%	29%	17%	3%	50%
[]h. (TRAFFIC CONGESTION) To help reduce traffic congestion throughout the region and at the local level, as well as cutdown on air pollution and create new jobs, this measure funds investments in new local light-rail transit service in each Southern California county and expands Metrolink, our regional commuter rail system, to help get more cars off local freeways and roads.	26%	37%	20%	14%	3%	63%
[]i. (EFFECTIVE) AQMD's grant and incentive programs to reduce air pollution and emissions have improved air quality in the Southland. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled and the number of vehicles has increased four-fold since then. This measure will expand these successful programs to replace older, dirtier diesel buses and trucks with 21 st Century zero emission and near-zero emission vehicles.	36%	33%	14%	11%	5%	69%
(ASK ONLY TO LOS ANGELES COUNTY VOTERS)						
[]j. (LA LIVES) Implementing grant and incentive programs to reduce air pollution would prevent over one thousand premature deaths annually of L.A. County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside.	0%	0%	0%	0%	0%	0%

<u>VERY</u> <u>CONV</u>	<u>SMWT</u> <u>CONV</u>	<u>NOT</u> <u>CONV</u>	<u>DON'T</u> <u>BEL</u>	<u>(DK/</u> <u>NA)</u>	<u>VERY/</u> <u>SMWT</u>
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(LOS ANGELES COUNTY VOTERS, CONT.)

[]k. **(LA SAVINGS)** Air pollution costs L.A. County residents and workers up to ten billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated 22 million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness. -----0% -----0% ----- 0%-----0% -----0% 0%

(ASK ONLY TO ORANGE COUNTY VOTERS)

[]l. **(ORANGE LIVES)** Implementing grant and incentive programs to reduce air pollution would prevent two hundred premature deaths annually of Orange County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----27%----- 30% ---- 21% -----16% ----- 5% 57%

[]m. **(ORANGE SAVINGS)** Air pollution costs Orange County residents and workers more than one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness. -----32%----- 25% ---- 19% -----20% ----- 4% 57%

(ASK ONLY TO RIVERSIDE COUNTY VOTERS)

[]n. **(RIVERSIDE LIVES)** Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of Riverside County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----0% -----0% ----- 0%-----0% -----0% 0%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
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(RIVERSIDE COUNTY VOTERS CONT.)

[]o. (RIVERSIDE SAVINGS) Air pollution costs Riverside County residents and workers more than two billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated six million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----0% -----0% ----- 0%-----0% -----0%						0%
--	--	--	--	--	--	----

(ASK ONLY TO SAN BERNARDINO COUNTY VOTERS)

[]p. (SAN BERNARDINO LIVES) Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of San Bernardino County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----0% -----0% ----- 0%-----0% -----0%						0%
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[]q. (SAN BERNARDINO SAVINGS) Air pollution costs San Bernardino County residents and workers one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----0% -----0% ----- 0%-----0% -----0%						0%
--	--	--	--	--	--	----

(RESUME ASKING ALL RESPONDENTS)

11. Having heard this, let me ask you again about the about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES -----	57%
Definitely yes-----	40%
Probably yes-----	11%
Undecided, lean yes-----	6%
 TOTAL NO -----	 41%
Undecided, lean no-----	1%
Probably no-----	7%
Definitely no-----	33%
 (DON'T READ) DK/NA -----	 2%

(ASK Q12 ONLY TO RESPONDENTS CODED 2-7 IN Q11)

12. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects by improving local light-rail transit and upgrading regional commuter rail systems in Southern California, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q12</u>	<u>Q11/Q12</u>
TOTAL YES -----	31%	53%
Definitely yes-----	5%	39%
Probably yes-----	19%	10%
Undecided, lean yes-----	7%	4%
 TOTAL NO -----	 63%	 41%
Undecided, lean no-----	1%	1%
Probably no-----	12%	7%
Definitely no-----	50%	32%
 (DK/NA) -----	 6%	 6%

(RESUME ASKING ALL RESPONDENTS)

13. Here are some statements from people who oppose this ballot measure. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. (MORE TAXES) Californians already pay some of the highest income and sales taxes in the nation, the state gas tax was raised 12 cents last year and the new federal tax law significantly reduces Californians' deductions. -----	43%	23%	20%	12%	3%	65%
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	34%	23%	25%	15%	3%	56%
[]c. (SOME WON'T PAY) Some cities within AQMD already are taxed at the maximum rate allowed by law and this measure will not increase their taxes. However, those cities will still get the benefit from taxes imposed on other cities. -----	21%	32%	28%	12%	7%	53%
(ASK SPLIT SAMPLE B ONLY)						
[]d. (UNFAIR) This measure is unfair to Southern California residents who are doing their part to reduce air pollution by carpooling, using public transportation, riding a bike or driving electric vehicles. Furthermore, higher sales taxes will hurt those who can least afford it, low-income families and seniors struggling with the high cost of living and rising housing prices. -----	39%	26%	21%	11%	2%	65%
[]e. (OUT OF STATE) Most of the manufacturing for zero emission and near zero emission technology occurs out of state. This tax measure will just divert funds out of the local economy, once again taking middle class jobs out of state. -----	27%	29%	21%	15%	7%	57%

<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
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(SPLIT SAMPLE B ONLY, CONT.)

[]f. **(CORPORATE WELFARE)** The AQMD wants to raise taxes on Southern California residents and then give our money to trucking and cargo companies to pay for new equipment. This corporate welfare is how big business rigs the system at the expense of working families.-----29%----- 27% ---- 22% ----- 17% ----- 5% 56%

(ASK ITEM g ONLY TO VOTERS IN RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES)

[]g. **(FAIR SHARE)** This measure raises taxes on all Southern California residents, but the vast majority of money is likely to be spent in L.A. County. The AQMD has produced no plan and has failed to provide specific information detailing how funds will be distributed fairly among the four counties.-----30%----- 42% ---- 18% -----6% ----- 5% 71%

(RESUME ASKING ALL RESPONDENTS)

14. Sometimes over the course of a survey like this one people change their minds and sometimes they do not. Let me ask you one more time about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON'T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES----- 53%
 Definitely yes----- 34%
 Probably yes----- 18%
 Undecided, lean yes-----1%

TOTAL NO----- 44%
 Undecided, lean no-----3%
 Probably no-----9%
 Definitely no----- 32%

(DON'T READ) DK/NA-----3%

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

15. Do you have children? (IF YES, ASK: “Do you have any children under the age of 19 living at home?”)

Yes, children under 19 at home----- 27%
 Yes, no children under 19 at home----- 27%
 No, no children ----- 45%
 (DON'T READ) DK/NA/REFUSED -----2%

16. With which racial or ethnic group do you identify yourself? (READ RESPONSES)

Hispanic/Latino ----- 19%
 African-American or Black -----1%
 Anglo/White ----- 61%
 Asian/Pacific Islander----- 11%
 Something else -----4%
 (DON'T READ) Refused/NA -----4%

17. What was the last level of school you completed?

Grades 1-8 -----4%
 Grades 9-11-----2%
 High school graduate-----6%
 Some college/business/vocational school----- 23%
 College graduate ----- 33%
 Post-graduate work/professional school ----- 30%
 (DON'T READ) Don't know -----2%

18. I don't need to know the exact amount, but I'm going to read you some categories for household income. Would you please stop me when I have read the category indicating the total combined income for all the people in your household before taxes in 2018?

\$25,000 and under-----8%
 \$25,001 - \$50,000----- 10%
 \$50,001 - \$75,000----- 11%
 \$75,001 - \$100,000 ----- 12%
 \$100,001 - \$150,000----- 19%
 More than \$150,000----- 28%
 (DON'T READ) Refused/NA ----- 13%

THANK YOU FOR PARTICIPATING IN OUR SURVEY
--

Gender: Male----- 50%
 Female----- 50%

Language of Interview English----- 97%
 Spanish -----3%

Party Registration: From file

Democrat----- 34%
 Republican----- 38%
 No Party Preference----- 19%
 Other party-----9%

STATEWIDE FLAGS

G08----- 62%
 P10----- 36%
 G10----- 51%
 P12----- 36%
 G12----- 66%
 P14----- 33%
 G14----- 52%
 P16----- 50%
 G16----- 88%
 P18----- 63%
 BLANK-----5%

PERMANENT ABSENTEE

Yes----- 63%
 No----- 37%

VOTE BY MAIL

1----- 14%
 2----- 11%
 3+----- 29%
 BLANK----- 46%

AGE

18-29----- 16%
 30-39----- 15%
 40-49----- 16%
 50-54----- 12%
 55-59----- 9%
 60-64----- 8%
 65-74----- 13%
 75+----- 12%
 BLANK----- 1%

OWN/RENT

Own----- 58%
 Rent----- 42%

FOREIGN BORN

Yes----- 19%
 No----- 81%

HOUSEHOLD PARTY

1 DEM----- 16%
 2+ DEMS-----9%
 1 REP----- 12%
 2+ REPS----- 19%
 1 INDEPENDENT----- 12%
 MIXED----- 32%

COUNTY

Los Angeles-----0%
 Orange-----100%
 San Bernardino-----0%
 Riverside-----0%

SUPERVISORIAL DISTRICT

1----- 14%
 2----- 23%
 3----- 22%
 4----- 17%
 5----- 24%

INTERVIEW MODE

Phone----- 47%
 Online----- 53%

A/B SPLIT

Split A----- 50%
 Split B----- 50%



SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
BALLOT MEASURE FEASIBILITY SURVEY
220-5215-WT
N=347
RIVERSIDE COUNTY
MARGIN OF SAMPLING ERROR ±6.2% (95% CONFIDENCE INTERVAL)

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: "Do you own a cell phone?")**

- Yes, cell and can talk safely ----- 74%
- Yes, cell but cannot talk safely ----- **TERMINATE**
- No, not on cell, but own one ----- 21%
- No, not on cell and do not own one -----5%
- (DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. Generally speaking, do you think things in _____ **(READ ITEMS BELOW)** are headed in the right direction, or do you feel that they are off on the wrong track? **(DO NOT ROTATE)**

	<u>RIGHT</u> <u>DIRECTION</u>	<u>WRONG</u> <u>TRACK</u>	<u>(DK/</u> <u>NA)</u>
a. Southern California -----	38%	46%	16%
b. [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] -----	40%	39%	21%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	VERY <u>FAV</u>	SMWT <u>FAV</u>	SMWT <u>UNFAV</u>	VERY <u>UNFAV</u>	(CAN'T <u>RATE</u>	NEVER <u>HEARD</u> <u>OF/DK</u>	<u>TOTAL</u> <u>FAV</u>	<u>TOTAL</u> <u>UNFAV</u>
(ASK SPLIT SAMPLE A ONLY)								
[]a. (T) South Coast Air Quality Management District -----	17%	23%	9%	13%	8%	29%	41%	22%
[]b. (T) The California Air Resources Board-----	12%	17%	13%	12%	10%	36%	29%	25%

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>(CAN'T RATE</u>	<u>NEVER HEARD OF/DK</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(ASK SPLIT SAMPLE B ONLY)								
[]c. (T) The AQMD -----	7%	18%	6%	15%	15%	40%	25%	20%
[]d. (T) Your County Board of Supervisors -----	4%	32%	18%	14%	16%	16%	36%	32%

(RESUME ASKING ALL RESPONDENTS)

3. Next, I am going read you the summary of a measure that may appear on the ballot in a future election. The measure may read as follows: **(READ SLOWLY AND CAREFULLY)**

SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES-----47%
 Definitely yes-----32%
 Probably yes-----12%
 Undecided, lean yes-----3%

TOTAL NO-----49%
 Undecided, lean no-----2%
 Probably no-----7%
 Definitely no-----40%

(DON'T READ) DK/NA-----4%

(ASK Q4 ONLY IF CODED 2-7 Q3)

4. If instead of a one-half cent sales tax increase, the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE to reduce air pollution/emissions contributing to climate change and improve public health increased the sales tax by one-quarter cent, would you vote yes in favor of this measure, or no to oppose it? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q4</u>	<u>Q3/Q4</u>
TOTAL YES -----	27%	49%
Definitely yes-----	10%	39%
Probably yes-----	15%	8%
Undecided, lean yes-----	2%	2%
 TOTAL NO -----	 70%	 48%
Undecided, lean no-----	1%	1%
Probably no-----	8%	3%
Definitely no-----	61%	45%
 (DK/NA) -----	 3%	 3%

(ASK Q5 TO SPLIT SAMPLE A RESPONDENTS ONLY)

5. If this measure was written so the sales tax increase expired after 20 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY -----	16%
Much more likely-----	7%
Somewhat more likely-----	9%
 TOTAL LESS LIKELY -----	 8%
Somewhat less likely-----	2%
Much less likely-----	6%
 MAKES NO DIFF/DK/NA -----	 76%
Makes no difference-----	72%
(DON’T READ) DK/NA -----	4%

(ASK Q6 TO SPLIT SAMPLE B RESPONDENTS ONLY)

6. If this measure was written so the sales tax increase expired after 30 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 18%
 Much more likely-----8%
 Somewhat more likely ----- 11%

TOTAL LESS LIKELY ----- 20%
 Somewhat less likely-----7%
 Much less likely----- 13%

MAKES NO DIFF/DK/NA ----- 62%
 Makes no difference----- 59%
(DON’T READ) DK/NA -----3%

(RESUME ASKING ALL RESPONDENTS)

7. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects that improved local light-rail transit and upgraded regional commuter rail systems in Southern California, would that make you more likely or less likely to vote Yes to approve the measure? **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 50%
 Much more likely----- 29%
 Somewhat more likely ----- 21%

TOTAL LESS LIKELY ----- 18%
 Somewhat less likely-----4%
 Much less likely----- 14%

MAKES NO DIFF/DK/NA ----- 33%
 Makes no difference----- 31%
(DON’T READ) DK/NA -----2%

(RESUME ASKING ALL RESPONDENTS)

8. Next, I am going to read some statements. For each one, please tell me if you agree or disagree with it. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or just somewhat?”)**
(RANDOMIZE)

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
[]a. Cities and counties across Southern California may lose billions of dollars in federal highway funding, as well as suffer from other federal sanctions, if our region does not meet federal clean air standards -----	18%	22%	16%	22%	22%	40%	38%
[]b. The Federal Government is not doing its part to reduce air pollution, and Washington politicians are likely to cut funding for programs to improve air quality in Southern California -----	40%	15%	12%	23%	10%	55%	35%
(ASK SPLIT SAMPLE A ONLY)							
[]c. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will help to reduce asthma, cancer and other diseases, as well as premature death, caused by air pollution -----	51%	19%	7%	17%	6%	70%	24%
[]d. Providing financial incentives to local manufacturers to develop near-zero and zero emission technology will help the local economy and create new economic opportunities -----	42%	22%	9%	19%	8%	64%	28%
[]e. [INSERT NAME OF RESPONDENT’S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County does not receive its fair share to fund programs that would reduce air pollution and improve local air quality -----	18%	17%	8%	10%	47%	35%	18%
[]f. Sacramento politicians should increase funding for programs to improve air quality in Southern California -----	42%	20%	9%	23%	6%	62%	32%

	<u>STR</u>	<u>SMWT</u>	<u>SMWT</u>	<u>STR</u>	<u>(DK/</u>	<u>TOTAL</u>	<u>TOTAL</u>
	<u>AGREE</u>	<u>AGREE</u>	<u>DISAG</u>	<u>DISAG</u>	<u>NA)</u>	<u>AGREE</u>	<u>DISAGR</u>
(ASK SPLIT SAMPLE B ONLY)							
[]g. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will cut down on air pollution and greenhouse gases that cause climate change-----	43%	20%	17%	14%	6%	63%	31%
[]h. Building new light-rail transit service in each Southern California county as well as expanding Metrolink, our regional commuter rail system, would help to improve air quality, reduce traffic congestion and create thousands of good local jobs -----	45%	22%	13%	16%	3%	67%	30%
[]i. (PT) It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and accelerated use of clean, zero and near-zero emission vehicles -----	31%	24%	12%	20%	12%	55%	32%
[]j. State government is not doing its part to reduce air pollution -----	27%	28%	23%	14%	7%	55%	38%
[]k. Air pollution is worse in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County than it is in the rest of Southern California -----	21%	14%	32%	20%	13%	35%	52%
(ASK ONLY TO VOTERS IN SAN BERNARDINO & RIVERSIDE COUNTIES)							
[]l. The high number of trucks going to and from distribution centers across the Inland Empire have a significant negative impact on local air quality-----	41%	24%	14%	15%	6%	65%	29%
(ASK ONLY TO VOTERS IN LOS ANGELES & ORANGE COUNTIES)							
[]m. Cargo ships, trains and trucks going in and out of the Ports of L.A. and Long Beach have a significant negative impact on local air quality-----	0%	0%	0%	0%	0%	0%	0%

(RESUME ASKING ALL RESPONDENTS)

NOW I WOULD LIKE TO RETURN TO THE SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE THAT WE DISCUSSED EARLIER. AS YOU MAY RECALL, THIS MEASURE WOULD EXPAND FINANCIAL INCENTIVE PROGRAMS IMPLEMENTED BY AQMD TO REDUCE EMISSIONS FROM AIR POLLUTION SOURCES LIKE CARS, BUSES, TRUCKS, TRAINS AND CARGO FACILITIES THAT CAUSE AIR POLLUTION AND EMISSIONS THAT CONTRIBUTE TO CLIMATE CHANGE BY ACCELERATING THE DEVELOPMENT AND INCREASING THE USE OF NEAR-ZERO AND ZERO EMISSION VEHICLES AND EQUIPMENT IN LOS ANGELES, RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES, THROUGH A HALF CENT SALES TAX INCREASE.

9. I am going to read you some of the different ways funds raised by this measure could be used by AQMD. After I read each one, please tell me how important that use of funds is to you personally: extremely important, very important, somewhat important, or not too important. **(RANDOMIZE)**

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
[Ja. Replacing diesel powered trucks, trains, ships and other vehicles with near-zero and zero emission vehicles-----	27%	22%	23%	22%	5%	50%
(ASK SPLIT SAMPLE A ONLY)						
[Jb. Converting Port of L.A. and Long Beach cargo equipment and vehicles to near-zero and zero emission technology -----	24%	24%	22%	27%	3%	48%
[Jc. Retrofitting ships with emission control systems to reduce air pollution in the Ports of L.A. and Long Beach -----	27%	16%	21%	30%	6%	43%
[Jd. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	26%	23%	22%	25%	4%	49%
[Je. Providing financial incentives for car buyers to purchase zero-emission and advanced hybrid-electric cars -----	25%	21%	20%	32%	2%	47%
[Jf. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available -----	21%	26%	24%	27%	2%	47%
[Jg. Replacing diesel school buses with zero-emission battery electric buses or near-zero emission natural gas buses-----	30%	23%	24%	20%	3%	53%
[Jh. Providing funding to help build dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion and reduce air pollution-----	25%	21%	26%	25%	2%	47%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
(ASK SPLIT SAMPLE A ONLY CON'T)						
[]i. Upgrading and electrifying the Southern California regional commuter rail systems to improve service, increase ridership and eliminate related diesel emissions -----	27%	21%	20%	27%	4%	48%
[]j. Providing financial incentives to speed up the transition of heavy-duty diesel trucks to near-zero emission natural gas, and/or zero emission electric or hydrogen fuel-cell trucks -----	26%	18%	22%	31%	2%	45%
[]k. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure so that it both reduces air pollution and boosts the region's economy -----	29%	21%	26%	21%	4%	49%
(ASK SPLIT SAMPLE B ONLY)						
[]l. Replacing older trains with new cleaner models to reduce emissions -----	22%	31%	26%	14%	7%	53%
[]m. Providing incentives to ensure that the cleanest and lowest emitting ships that help reduce air pollution are directed to the Ports of L.A. and Long Beach-----	24%	21%	27%	21%	7%	45%
[]n. Funding incentives for the early changeover of heavy-duty diesel trucks to near-zero emission natural gas trucks and/or zero emission electric or hydrogen fuel-cell trucks -----	20%	23%	28%	24%	5%	43%
[]o. Upgrading infrastructure at the Ports of L.A. and Long Beach that reduce air pollution by allowing ships to use electric power instead of fossil fuels -----	27%	24%	25%	17%	7%	51%
[]p. Replacing older diesel school buses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County school districts with zero emission electric or near-zero emission natural gas buses-----	26%	29%	24%	15%	5%	55%
[]q. Funding programs to help small businesses upgrade to cleaner equipment to help the economy and reduce air pollution at the same time -----	21%	24%	28%	21%	7%	45%
[]r. Electrifying and expanding local light-rail transit lines -----	26%	23%	19%	27%	5%	49%
[]s. Requiring the district to distribute funds generated by a sales tax increase in proportion to each County's population-----	11%	30%	23%	26%	10%	41%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
(ASK SPLIT SAMPLE B ONLY CON'T)						
[]t. Providing manufacturers of zero emission and near-zero emission technology financial incentives to locate manufacturing and business operations in southern California to ensure funds raised create local jobs and support our economy -----	28%	24%	22%	20%	6%	52%
[]u. Providing funding for alternative fueling and electric vehicle charging stations and infrastructure-----	19%	24%	25%	28%	4%	43%

(RESUME ASKING ALL RESPONDENTS)

10. I am going to read you some statements made by people who support the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not a convincing reason to vote yes. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY</u> <u>CONV</u>	<u>SMWT</u> <u>CONV</u>	<u>NOT</u> <u>CONV</u>	<u>DON'T</u> <u>BEL</u>	<u>(DK/</u> <u>NA)</u>	<u>VERY/</u> <u>SMWT</u>
[]a. (HEALTH) The air in Southern California's 4-county South Coast region is among the nation's most polluted and exceeds federal health-based air quality standards about 40 percent of the year. Long-term exposure to polluted air can lead to heart and lung illnesses and diseases like asthma, emphysema, and cancer. Passing this measure will help to speed up the transition to near-zero and zero emission vehicles to reduce air pollution and emissions that pose serious health risks. -----	31%	30%	15%	19%	4%	61%
[]b. (TRUCKS-INCENTIVES) Air pollution emissions from heavy-duty, diesel-powered trucks account for 52 percent of all on-road mobile emissions and 31 percent of overall mobile source emissions, which includes off-road sources like ships, trains, construction equipment, and planes in the South Coast region. This ballot measure will allow AQMD to expand incentive programs to truckers and their companies to accelerate their switch to natural gas, electric and other near-zero or zero emission vehicles critical to reducing air pollution and combating emissions that cause climate change. -----	30%	31%	16%	21%	3%	61%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
[]c. (ACCOUNTABILITY) To make sure funds are spent efficiently, effectively and as promised, the measure requires strict accountability requirements, including the preparation of a spending plan, to ensure transparency and public oversight. This includes annual financial and performance audits, prohibiting Sacramento from taking any of the funds, and local control over funds so every dollar raised is used to improve air quality in the AQMD four county region. -----	33%	28%	14%	21%	3%	62%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (FAIRNESS-\$50) This ballot measure to eliminate unhealthy air pollution in the South Coast region will spread the cost among many, including businesses and tourists, and the sales tax is not applied to essential necessities like housing, groceries and prescription medicine. This ballot measure would only cost the typical household about 50 dollars per year, or less than one dollar per week. -----	31%	22%	16%	27%	4%	53%
[]e. (GHG) Gasoline powered cars, heavy-duty trucks, cargo ships and equipment at the Ports of L.A. and Long Beach, trains and other mobile sources are major sources of greenhouse gas emissions that cause climate change. Passing this measure will enable the AQMD to promote the use of clean technologies to make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. -----	29%	25%	19%	24%	3%	54%
[]f. (ECONOMY & JOBS) This measure requires the AQMD to give preference to companies that base their manufacturing and operations in southern California because our tax dollars should be used to support our local economy. This will encourage new private sector investments that will create good jobs and new opportunities for local workers and small businesses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County. -----	30%	27%	16%	22%	4%	57%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]g. (FAIRNESS-GOODS) About 60 percent of the items coming through the Ports of L.A. and Long Beach stay within the local region. All residents in the South Coast region are consumers of goods and products, which helps our local economy, but these goods, transported by trucks, ships, trains, and planes, cause air pollution throughout Southern California. It is fair and appropriate to ask residents to take responsibility for this pollution by contributing to programs that can help to create cleaner and healthier air for all of us. -----	18%	27%	35%	18%	3%	45%
[]h. (TRAFFIC CONGESTION) To help reduce traffic congestion throughout the region and at the local level, as well as cutdown on air pollution and create new jobs, this measure funds investments in new local light-rail transit service in each Southern California county and expands Metrolink, our regional commuter rail system, to help get more cars off local freeways and roads.-----	31%	34%	17%	16%	2%	65%
[]i. (EFFECTIVE) AQMD's grant and incentive programs to reduce air pollution and emissions have improved air quality in the Southland. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled and the number of vehicles has increased four-fold since then. This measure will expand these successful programs to replace older, dirtier diesel buses and trucks with 21 st Century zero emission and near-zero emission vehicles. -----	28%	35%	14%	19%	4%	63%
(ASK ONLY TO LOS ANGELES COUNTY VOTERS)						
[]j. (LA LIVES) Implementing grant and incentive programs to reduce air pollution would prevent over one thousand premature deaths annually of L.A. County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----	0%	0%	0%	0%	0%	0%

<u>VERY</u> <u>CONV</u>	<u>SMWT</u> <u>CONV</u>	<u>NOT</u> <u>CONV</u>	<u>DON'T</u> <u>BEL</u>	<u>(DK/</u> <u>NA)</u>	<u>VERY/</u> <u>SMWT</u>
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(LOS ANGELES COUNTY VOTERS, CONT.)

[]k. **(LA SAVINGS)** Air pollution costs L.A. County residents and workers up to ten billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated 22 million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness. -----0% -----0% ----- 0%-----0% -----0% 0%

(ASK ONLY TO ORANGE COUNTY VOTERS)

[]l. **(ORANGE LIVES)** Implementing grant and incentive programs to reduce air pollution would prevent two hundred premature deaths annually of Orange County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----0% -----0% ----- 0%-----0% -----0% 0%

[]m. **(ORANGE SAVINGS)** Air pollution costs Orange County residents and workers more than one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness. -----0% -----0% ----- 0%-----0% -----0% 0%

(ASK ONLY TO RIVERSIDE COUNTY VOTERS)

[]n. **(RIVERSIDE LIVES)** Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of Riverside County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----24%----- 26% ---- 21% -----23% -----6% 50%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
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(RIVERSIDE COUNTY VOTERS CONT.)

[]o. (RIVERSIDE SAVINGS) Air pollution costs Riverside County residents and workers more than two billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated six million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----	27%	30%	17%	22%	4%	57%
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(ASK ONLY TO SAN BERNARDINO COUNTY VOTERS)

[]p. (SAN BERNARDINO LIVES) Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of San Bernardino County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----	0%	0%	0%	0%	0%	0%
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[]q. (SAN BERNARDINO SAVINGS) Air pollution costs San Bernardino County residents and workers one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----	0%	0%	0%	0%	0%	0%
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(RESUME ASKING ALL RESPONDENTS)

11. Having heard this, let me ask you again about the about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES -----	51%
Definitely yes-----	34%
Probably yes-----	14%
Undecided, lean yes-----	3%
 TOTAL NO -----	 44%
Undecided, lean no-----	1%
Probably no-----	4%
Definitely no-----	39%
 (DON'T READ) DK/NA -----	 5%

(ASK Q12 ONLY TO RESPONDENTS CODED 2-7 IN Q11)

12. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects by improving local light-rail transit and upgrading regional commuter rail systems in Southern California, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q12</u>	<u>Q11/Q12</u>
TOTAL YES -----	31%	51%
Definitely yes-----	7%	40%
Probably yes-----	22%	10%
Undecided, lean yes-----	2%	1%
 TOTAL NO -----	 63%	 45%
Undecided, lean no-----	2%	2%
Probably no-----	7%	2%
Definitely no-----	54%	41%
 (DK/NA) -----	 5%	 4%

(RESUME ASKING ALL RESPONDENTS)

13. Here are some statements from people who oppose this ballot measure. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. (MORE TAXES) Californians already pay some of the highest income and sales taxes in the nation, the state gas tax was raised 12 cents last year and the new federal tax law significantly reduces Californians' deductions. -----	49%	21%	16%	10%	4%	70%
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	40%	21%	19%	14%	5%	62%
[]c. (SOME WON'T PAY) Some cities within AQMD already are taxed at the maximum rate allowed by law and this measure will not increase their taxes. However, those cities will still get the benefit from taxes imposed on other cities. -----	30%	20%	29%	11%	9%	51%
(ASK SPLIT SAMPLE B ONLY)						
[]d. (UNFAIR) This measure is unfair to Southern California residents who are doing their part to reduce air pollution by carpooling, using public transportation, riding a bike or driving electric vehicles. Furthermore, higher sales taxes will hurt those who can least afford it, low-income families and seniors struggling with the high cost of living and rising housing prices. -----	45%	22%	22%	5%	6%	67%
[]e. (OUT OF STATE) Most of the manufacturing for zero emission and near zero emission technology occurs out of state. This tax measure will just divert funds out of the local economy, once again taking middle class jobs out of state. -----	24%	26%	27%	14%	10%	49%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(SPLIT SAMPLE B ONLY, CONT.)						
[]f. (CORPORATE WELFARE) The AQMD wants to raise taxes on Southern California residents and then give our money to trucking and cargo companies to pay for new equipment. This corporate welfare is how big business rigs the system at the expense of working families.	29%	27%	26%	12%	7%	55%
(ASK ITEM g ONLY TO VOTERS IN RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES)						
[]g. (FAIR SHARE) This measure raises taxes on all Southern California residents, but the vast majority of money is likely to be spent in L.A. County. The AQMD has produced no plan and has failed to provide specific information detailing how funds will be distributed fairly among the four counties.	42%	24%	20%	8%	7%	65%

(RESUME ASKING ALL RESPONDENTS)

14. Sometimes over the course of a survey like this one people change their minds and sometimes they do not. Let me ask you one more time about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON'T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES----- **45%**
 Definitely yes----- 32%
 Probably yes----- 10%
 Undecided, lean yes-----2%

TOTAL NO----- **50%**
 Undecided, lean no-----1%
 Probably no-----8%
 Definitely no-----40%

(DON'T READ) DK/NA-----5%

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

15. Do you have children? (IF YES, ASK: “Do you have any children under the age of 19 living at home?”)

Yes, children under 19 at home----- 28%
 Yes, no children under 19 at home----- 32%
 No, no children ----- 37%
 (DON'T READ) DK/NA/REFUSED -----3%

16. With which racial or ethnic group do you identify yourself? (READ RESPONSES)

Hispanic/Latino ----- 33%
 African-American or Black -----3%
 Anglo/White ----- 52%
 Asian/Pacific Islander-----2%
 Something else -----3%
 (DON'T READ) Refused/NA -----7%

17. What was the last level of school you completed?

Grades 1-8 -----6%
 Grades 9-11-----3%
 High school graduate-----6%
 Some college/business/vocational school----- 35%
 College graduate ----- 26%
 Post-graduate work/professional school ----- 21%
 (DON'T READ) Don't know -----3%

18. I don't need to know the exact amount, but I'm going to read you some categories for household income. Would you please stop me when I have read the category indicating the total combined income for all the people in your household before taxes in 2018?

\$25,000 and under----- 16%
 \$25,001 - \$50,000----- 13%
 \$50,001 - \$75,000----- 15%
 \$75,001 - \$100,000 ----- 13%
 \$100,001 - \$150,000----- 19%
 More than \$150,000----- 12%
 (DON'T READ) Refused/NA ----- 12%

THANK YOU FOR PARTICIPATING IN OUR SURVEY
--

Gender: Male----- 49%
 Female----- 51%
 Other/Prefer not to say -----0%

Language of Interview English----- 94%
 Spanish -----6%

Party Registration: From file

Democrat----- 39%
 Republican----- 35%
 No Party Preference----- 20%
 Other party-----6%

STATEWIDE FLAGS

G08----- 50%
 P10----- 29%
 G10----- 48%
 P12----- 31%
 G12----- 59%
 P14----- 30%
 G14----- 47%
 P16----- 56%
 G16----- 89%
 P18----- 63%
 BLANK-----4%

PERMANENT ABSENTEE

Yes----- 79%
 No----- 21%

VOTE BY MAIL

1----- 18%
 2----- 17%
 3+----- 36%
 BLANK----- 30%

AGE

18-29----- 18%
 30-39----- 15%
 40-49----- 15%
 50-54----- 3%
 55-59----- 10%
 60-64----- 14%
 65-74----- 16%
 75+-----8%

OWN/RENT

Own----- 61%
 Rent----- 39%

FOREIGN BORN

Yes----- 16%
 No----- 84%

HOUSEHOLD PARTY

1 DEM----- 21%
 2+ DEMS----- 10%
 1 REP----- 14%
 2+ REPS----- 14%
 1 INDEPENDENT----- 13%
 MIXED----- 28%

COUNTY

Los Angeles-----0%
 Orange-----0%
 San Bernardino-----0%
 Riverside-----100%

SUPERVISORIAL DISTRICT

1----- 20%
 2----- 19%
 3----- 22%
 4----- 19%
 5----- 20%

INTERVIEW MODE

Phone----- 40%
 Online----- 60%

A/B SPLIT

Split A----- 50%
 Split B----- 50%

January 5-14, 2019



SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT
BALLOT MEASURE FEASIBILITY SURVEY
220-5215-WT
N=259
SAN BERNARDINO COUNTY
MARGIN OF SAMPLING ERROR ±6.2% (95% CONFIDENCE INTERVAL)

Hello, I'm _____ from _____, a public opinion research company. **(IF VOTER WISHES TO COMPLETE THE INTERVIEW IN SPANISH, HAND OFF TO BILINGUAL INTERVIEWER.)** I am definitely NOT trying to sell you anything or ask for a donation. We are conducting an opinion survey about issues that interest people living in Southern California, and we would like to include your opinions. May I speak to _____? **(YOU MUST SPEAK TO THE VOTER LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely without endangering yourself or others? **(IF NOT ON A CELL PHONE, ASK: "Do you own a cell phone?")**

- Yes, cell and can talk safely ----- 60%
- Yes, cell but cannot talk safely ----- **TERMINATE**
- No, not on cell, but own one ----- 36%
- No, not on cell and do not own one -----5%
- (DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. Generally speaking, do you think things in _____ **(READ ITEMS BELOW)** are headed in the right direction, or do you feel that they are off on the wrong track? **(DO NOT ROTATE)**

	<u>RIGHT</u> <u>DIRECTION</u>	<u>WRONG</u> <u>TRACK</u>	<u>(DK/</u> <u>NA)</u>
a. Southern California -----	33%	49%	17%
b. [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] -----	26%	47%	28%

2. Now, I would like to ask your impressions of some people and organizations active in public life. As I read each name, please tell me whether your impression of that person or organization is generally favorable or unfavorable. If you don't recognize a name just say so. Here's the first one... **(IF FAVORABLE/UNFAVORABLE, ASK: "Is that very (FAVORABLE/UNFAVORABLE) or just somewhat?") (RANDOMIZE)**

	VERY <u>FAV</u>	SMWT <u>FAV</u>	SMWT <u>UNFAV</u>	VERY <u>UNFAV</u>	(CAN'T <u>RATE</u>	NEVER <u>HEARD</u> <u>OF/DK</u>	<u>TOTAL</u> <u>FAV</u>	<u>TOTAL</u> <u>UNFAV</u>
(ASK SPLIT SAMPLE A ONLY)								
[]a. (T) South Coast Air Quality Management District -----	7%	20%	7%	12%	10%	43%	27%	19%
[]b. (T) The California Air Resources Board-----	8%	13%	9%	12%	13%	45%	21%	21%

	<u>VERY FAV</u>	<u>SMWT FAV</u>	<u>SMWT UNFAV</u>	<u>VERY UNFAV</u>	<u>(CAN'T RATE</u>	<u>NEVER HEARD OF/DK</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
(ASK SPLIT SAMPLE B ONLY)								
[]c. (T) The AQMD -----	8%	20%	7%	12%	12%	42%	28%	19%
[]d. (T) Your County Board of Supervisors -----	7%	25%	18%	10%	16%	25%	32%	27%

(RESUME ASKING ALL RESPONDENTS)

3. Next, I am going read you the summary of a measure that may appear on the ballot in a future election. The measure may read as follows: **(READ SLOWLY AND CAREFULLY)**

SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES-----47%
 Definitely yes-----32%
 Probably yes-----12%
 Undecided, lean yes-----3%

TOTAL NO-----47%
 Undecided, lean no-----1%
 Probably no-----8%
 Definitely no-----39%

(DON'T READ) DK/NA-----5%

(ASK Q4 ONLY IF CODED 2-7 Q3)

4. If instead of a one-half cent sales tax increase, the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE to reduce air pollution/emissions contributing to climate change and improve public health increased the sales tax by one-quarter cent, would you vote yes in favor of this measure, or no to oppose it? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q4</u>	<u>Q3/Q4</u>
TOTAL YES -----	37%	58%
Definitely yes-----	9%	44%
Probably yes-----	22%	9%
Undecided, lean yes-----	6%	4%
 TOTAL NO -----	 61%	 42%
Undecided, lean no-----	2%	3%
Probably no-----	6%	4%
Definitely no-----	54%	36%
 (DK/NA) -----	 2%	 0%

(ASK Q5 TO SPLIT SAMPLE A RESPONDENTS ONLY)

5. If this measure was written so the sales tax increase expired after 20 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY -----	14%
Much more likely-----	9%
Somewhat more likely-----	5%
 TOTAL LESS LIKELY -----	 17%
Somewhat less likely-----	4%
Much less likely-----	13%
 MAKES NO DIFF/DK/NA -----	 69%
Makes no difference-----	65%
(DON’T READ) DK/NA -----	4%

(ASK Q6 TO SPLIT SAMPLE B RESPONDENTS ONLY)

6. If this measure was written so the sales tax increase expired after 30 years, would that make you more likely or less likely to vote Yes to approve the measure? If it makes no difference to you either way, you can tell me that too. **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 20%
 Much more likely----- 12%
 Somewhat more likely -----8%

TOTAL LESS LIKELY ----- 12%
 Somewhat less likely-----3%
 Much less likely-----9%

MAKES NO DIFF/DK/NA ----- 68%
 Makes no difference----- 62%
(DON’T READ) DK/NA -----6%

(RESUME ASKING ALL RESPONDENTS)

7. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects that improved local light-rail transit and upgraded regional commuter rail systems in Southern California, would that make you more likely or less likely to vote Yes to approve the measure? **(IF MORE/LESS LIKELY, ASK: “Is that much (MORE/LESS) likely to vote yes or just somewhat?”)**

TOTAL MORE LIKELY ----- 50%
 Much more likely----- 32%
 Somewhat more likely ----- 17%

TOTAL LESS LIKELY ----- 25%
 Somewhat less likely-----7%
 Much less likely----- 18%

MAKES NO DIFF/DK/NA ----- 25%
 Makes no difference----- 22%
(DON’T READ) DK/NA -----3%

(RESUME ASKING ALL RESPONDENTS)

8. Next, I am going to read some statements. For each one, please tell me if you agree or disagree with it. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or just somewhat?”)**
(RANDOMIZE)

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
[]a. Cities and counties across Southern California may lose billions of dollars in federal highway funding, as well as suffer from other federal sanctions, if our region does not meet federal clean air standards -----	17%	22%	14%	21%	27%	38%	35%
[]b. The Federal Government is not doing its part to reduce air pollution, and Washington politicians are likely to cut funding for programs to improve air quality in Southern California -----	46%	10%	14%	20%	10%	56%	34%
(ASK SPLIT SAMPLE A ONLY)							
[]c. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will help to reduce asthma, cancer and other diseases, as well as premature death, caused by air pollution -----	39%	26%	10%	21%	4%	65%	31%
[]d. Providing financial incentives to local manufacturers to develop near-zero and zero emission technology will help the local economy and create new economic opportunities -----	37%	25%	17%	15%	6%	62%	32%
[]e. [INSERT NAME OF RESPONDENT’S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County does not receive its fair share to fund programs that would reduce air pollution and improve local air quality -----	22%	12%	11%	16%	40%	34%	27%
[]f. Sacramento politicians should increase funding for programs to improve air quality in Southern California -----	46%	21%	8%	23%	3%	67%	30%

	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAG</u>	<u>STR</u> <u>DISAG</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
(ASK SPLIT SAMPLE B ONLY)							
[]g. Increasing the use of near-zero and zero emission cars, trucks, buses, trains and cargo ships will cut down on air pollution and greenhouse gases that cause climate change-----	48%	26%	6%	18%	2%	74%	24%
[]h. Building new light-rail transit service in each Southern California county as well as expanding Metrolink, our regional commuter rail system, would help to improve air quality, reduce traffic congestion and create thousands of good local jobs -----	44%	24%	5%	21%	6%	69%	26%
[]i. (PT) It is more expensive to deal with the health problems associated with air pollution than it is to fund programs that support the development and accelerated use of clean, zero and near-zero emission vehicles -----	39%	19%	14%	16%	13%	58%	30%
[]j. State government is not doing its part to reduce air pollution -----	24%	21%	30%	16%	9%	45%	45%
[]k. Air pollution is worse in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County than it is in the rest of Southern California -----	19%	22%	20%	25%	14%	41%	45%
(ASK ONLY TO VOTERS IN SAN BERNARDINO & RIVERSIDE COUNTIES)							
[]l. The high number of trucks going to and from distribution centers across the Inland Empire have a significant negative impact on local air quality-----	42%	26%	10%	17%	5%	68%	27%
(ASK ONLY TO VOTERS IN LOS ANGELES & ORANGE COUNTIES)							
[]m. Cargo ships, trains and trucks going in and out of the Ports of L.A. and Long Beach have a significant negative impact on local air quality-----	0%	0%	0%	0%	0%	0%	0%

(RESUME ASKING ALL RESPONDENTS)

NOW I WOULD LIKE TO RETURN TO THE SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE THAT WE DISCUSSED EARLIER. AS YOU MAY RECALL, THIS MEASURE WOULD EXPAND FINANCIAL INCENTIVE PROGRAMS IMPLEMENTED BY AQMD TO REDUCE EMISSIONS FROM AIR POLLUTION SOURCES LIKE CARS, BUSES, TRUCKS, TRAINS AND CARGO FACILITIES THAT CAUSE AIR POLLUTION AND EMISSIONS THAT CONTRIBUTE TO CLIMATE CHANGE BY ACCELERATING THE DEVELOPMENT AND INCREASING THE USE OF NEAR-ZERO AND ZERO EMISSION VEHICLES AND EQUIPMENT IN LOS ANGELES, RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES, THROUGH A HALF CENT SALES TAX INCREASE.

9. I am going to read you some of the different ways funds raised by this measure could be used by AQMD. After I read each one, please tell me how important that use of funds is to you personally: extremely important, very important, somewhat important, or not too important. **(RANDOMIZE)**

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
[Ja. Replacing diesel powered trucks, trains, ships and other vehicles with near-zero and zero emission vehicles-----	21%	31%	25%	19%	3%	52%
(ASK SPLIT SAMPLE A ONLY)						
[Jb. Converting Port of L.A. and Long Beach cargo equipment and vehicles to near-zero and zero emission technology -----	14%	34%	21%	26%	5%	48%
[Jc. Retrofitting ships with emission control systems to reduce air pollution in the Ports of L.A. and Long Beach -----	15%	25%	25%	31%	4%	40%
[Jd. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	15%	32%	25%	24%	4%	47%
[Je. Providing financial incentives for car buyers to purchase zero-emission and advanced hybrid-electric cars -----	16%	27%	28%	28%	2%	43%
[Jf. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available -----	8%	28%	34%	26%	4%	35%
[Jg. Replacing diesel school buses with zero-emission battery electric buses or near-zero emission natural gas buses-----	22%	32%	18%	27%	1%	54%
[Jh. Providing funding to help build dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion and reduce air pollution-----	25%	37%	16%	20%	2%	62%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>TOO</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
(ASK SPLIT SAMPLE A ONLY CON'T)						
[]i. Upgrading and electrifying the Southern California regional commuter rail systems to improve service, increase ridership and eliminate related diesel emissions -----	13%	29%	29%	24%	5%	42%
[]j. Providing financial incentives to speed up the transition of heavy-duty diesel trucks to near-zero emission natural gas, and/or zero emission electric or hydrogen fuel-cell trucks -----	18%	31%	21%	25%	4%	50%
[]k. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure so that it both reduces air pollution and boosts the region's economy -----	24%	29%	27%	18%	1%	53%
(ASK SPLIT SAMPLE B ONLY)						
[]l. Replacing older trains with new cleaner models to reduce emissions -----	26%	32%	25%	13%	4%	58%
[]m. Providing incentives to ensure that the cleanest and lowest emitting ships that help reduce air pollution are directed to the Ports of L.A. and Long Beach-----	23%	23%	28%	18%	8%	46%
[]n. Funding incentives for the early changeover of heavy-duty diesel trucks to near-zero emission natural gas trucks and/or zero emission electric or hydrogen fuel-cell trucks -----	25%	32%	20%	21%	2%	57%
[]o. Upgrading infrastructure at the Ports of L.A. and Long Beach that reduce air pollution by allowing ships to use electric power instead of fossil fuels -----	26%	33%	21%	16%	3%	59%
[]p. Replacing older diesel school buses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County school districts with zero emission electric or near-zero emission natural gas buses-----	28%	33%	19%	18%	3%	61%
[]q. Funding programs to help small businesses upgrade to cleaner equipment to help the economy and reduce air pollution at the same time -----	28%	27%	28%	15%	3%	55%
[]r. Electrifying and expanding local light-rail transit lines -----	29%	20%	30%	19%	3%	48%
[]s. Requiring the district to distribute funds generated by a sales tax increase in proportion to each County's population-----	25%	25%	23%	19%	7%	51%

	<u>EXT IMPT</u>	<u>VERY IMPT</u>	<u>SMWT IMPT</u>	<u>NOT TOO IMPT</u>	<u>(DK/ NA)</u>	<u>EXT/ VERY</u>
(ASK SPLIT SAMPLE B ONLY CON'T)						
[]t. Providing manufacturers of zero emission and near-zero emission technology financial incentives to locate manufacturing and business operations in southern California to ensure funds raised create local jobs and support our economy -----	35%	25%	21%	13%	6%	60%
[]u. Providing funding for alternative fueling and electric vehicle charging stations and infrastructure-----	25%	30%	23%	19%	3%	55%

(RESUME ASKING ALL RESPONDENTS)

10. I am going to read you some statements made by people who support the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not a convincing reason to vote yes. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
[]a. (HEALTH) The air in Southern California’s 4-county South Coast region is among the nation’s most polluted and exceeds federal health-based air quality standards about 40 percent of the year. Long-term exposure to polluted air can lead to heart and lung illnesses and diseases like asthma, emphysema, and cancer. Passing this measure will help to speed up the transition to near-zero and zero emission vehicles to reduce air pollution and emissions that pose serious health risks. -----	35%	33%	10%	19%	3%	68%
[]b. (TRUCKS-INCENTIVES) Air pollution emissions from heavy-duty, diesel-powered trucks account for 52 percent of all on-road mobile emissions and 31 percent of overall mobile source emissions, which includes off-road sources like ships, trains, construction equipment, and planes in the South Coast region. This ballot measure will allow AQMD to expand incentive programs to truckers and their companies to accelerate their switch to natural gas, electric and other near-zero or zero emission vehicles critical to reducing air pollution and combating emissions that cause climate change. -----	30%	34%	13%	16%	6%	64%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
[]c. (ACCOUNTABILITY) To make sure funds are spent efficiently, effectively and as promised, the measure requires strict accountability requirements, including the preparation of a spending plan, to ensure transparency and public oversight. This includes annual financial and performance audits, prohibiting Sacramento from taking any of the funds, and local control over funds so every dollar raised is used to improve air quality in the AQMD four county region. -----	36%	30%	11%	19%	4%	66%
(ASK SPLIT SAMPLE A ONLY)						
[]d. (FAIRNESS-\$50) This ballot measure to eliminate unhealthy air pollution in the South Coast region will spread the cost among many, including businesses and tourists, and the sales tax is not applied to essential necessities like housing, groceries and prescription medicine. This ballot measure would only cost the typical household about 50 dollars per year, or less than one dollar per week. -----	19%	29%	22%	24%	5%	49%
[]e. (GHG) Gasoline powered cars, heavy-duty trucks, cargo ships and equipment at the Ports of L.A. and Long Beach, trains and other mobile sources are major sources of greenhouse gas emissions that cause climate change. Passing this measure will enable the AQMD to promote the use of clean technologies to make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. -----	24%	34%	18%	20%	4%	58%
[]f. (ECONOMY & JOBS) This measure requires the AQMD to give preference to companies that base their manufacturing and operations in southern California because our tax dollars should be used to support our local economy. This will encourage new private sector investments that will create good jobs and new opportunities for local workers and small businesses in [INSERT NAME OF RESPONDENT'S COUNTY: Los Angeles/Orange/Riverside/San Bernardino] County. -----	25%	32%	16%	22%	4%	58%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE B ONLY)						
[]g. (FAIRNESS-GOODS) About 60 percent of the items coming through the Ports of L.A. and Long Beach stay within the local region. All residents in the South Coast region are consumers of goods and products, which helps our local economy, but these goods, transported by trucks, ships, trains, and planes, cause air pollution throughout Southern California. It is fair and appropriate to ask residents to take responsibility for this pollution by contributing to programs that can help to create cleaner and healthier air for all of us.	27%	20%	28%	19%	5%	47%
[]h. (TRAFFIC CONGESTION) To help reduce traffic congestion throughout the region and at the local level, as well as cutdown on air pollution and create new jobs, this measure funds investments in new local light-rail transit service in each Southern California county and expands Metrolink, our regional commuter rail system, to help get more cars off local freeways and roads.	28%	37%	15%	14%	5%	65%
[]i. (EFFECTIVE) AQMD's grant and incentive programs to reduce air pollution and emissions have improved air quality in the Southland. Summertime smog has been cut to less than one-quarter of what it was in the 1950s, even though the population has tripled and the number of vehicles has increased four-fold since then. This measure will expand these successful programs to replace older, dirtier diesel buses and trucks with 21 st Century zero emission and near-zero emission vehicles.	32%	39%	8%	16%	4%	71%
(ASK ONLY TO LOS ANGELES COUNTY VOTERS)						
[]j. (LA LIVES) Implementing grant and incentive programs to reduce air pollution would prevent over one thousand premature deaths annually of L.A. County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside.	0%	0%	0%	0%	0%	0%

<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
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(LOS ANGELES COUNTY VOTERS, CONT.)

[]k. **(LA SAVINGS)** Air pollution costs L.A. County residents and workers up to ten billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated 22 million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness. -----0% -----0% ----- 0%-----0% -----0% **0%**

(ASK ONLY TO ORANGE COUNTY VOTERS)

[]l. **(ORANGE LIVES)** Implementing grant and incentive programs to reduce air pollution would prevent two hundred premature deaths annually of Orange County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----0% -----0% ----- 0%-----0% -----0% **0%**

[]m. **(ORANGE SAVINGS)** Air pollution costs Orange County residents and workers more than one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children’s illness. -----0% -----0% ----- 0%-----0% -----0% **0%**

(ASK ONLY TO RIVERSIDE COUNTY VOTERS)

[]n. **(RIVERSIDE LIVES)** Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of Riverside County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----0% -----0% ----- 0%-----0% -----0% **0%**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(RIVERSIDE COUNTY VOTERS CONT.)						
[]o. (RIVERSIDE SAVINGS) Air pollution costs Riverside County residents and workers more than two billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated six million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----	0%	0%	0%	0%	0%	0%
(ASK ONLY TO SAN BERNARDINO COUNTY VOTERS)						
[]p. (SAN BERNARDINO LIVES) Implementing grant and incentive programs to reduce air pollution would prevent one hundred premature deaths annually of San Bernardino County residents by the year 2023. Improving air quality will also significantly reduce the number of days that seniors, children and other people with breathing problems are forced to stay inside. -----	26%	33%	18%	20%	4%	59%
[]q. (SAN BERNARDINO SAVINGS) Air pollution costs San Bernardino County residents and workers one billion dollars every year due to premature death and other health outcomes such as heart and lung diseases, asthma, and stroke. Cleaner air results in lower healthcare costs, healthier workers who are more productive, and an estimated seven million dollars in additional earned wages as fewer people are forced to stay home due to their own illness or their children's illness. -----	30%	29%	15%	24%	3%	59%

(RESUME ASKING ALL RESPONDENTS)

11. Having heard this, let me ask you again about the about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES -----	58%
Definitely yes-----	38%
Probably yes-----	15%
Undecided, lean yes-----	5%
 TOTAL NO -----	 40%
Undecided, lean no-----	1%
Probably no-----	7%
Definitely no-----	32%
 (DON'T READ) DK/NA -----	 2%

(ASK Q12 ONLY TO RESPONDENTS CODED 2-7 IN Q11)

12. To help reduce air pollution, if funds raised by this measure were also invested in traffic congestion relief projects by improving local light-rail transit and upgrading regional commuter rail systems in Southern California, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON’T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

	<u>Q12</u>	<u>Q11/Q12</u>
TOTAL YES -----	37%	60%
Definitely yes-----	7%	48%
Probably yes-----	29%	12%
Undecided, lean yes-----	1%	0%
 TOTAL NO -----	 55%	 34%
Undecided, lean no-----	3%	2%
Probably no-----	7%	4%
Definitely no-----	45%	29%
 (DK/NA) -----	 8%	 6%

(RESUME ASKING ALL RESPONDENTS)

13. Here are some statements from people who oppose this ballot measure. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
(ASK SPLIT SAMPLE A ONLY)						
[]a. (MORE TAXES) Californians already pay some of the highest income and sales taxes in the nation, the state gas tax was raised 12 cents last year and the new federal tax law significantly reduces Californians' deductions. -----	47%	22%	22%	5%	4%	69%
[]b. (WASTE AND PENSIONS) If the AQMD has the authority to raise our local taxes, they will do what every government agency does—waste our money. In addition, instead of using these funds to reduce air pollution, most of it will end up going towards public employees' pension and retirement benefits. -----	34%	28%	13%	21%	4%	62%
[]c. (SOME WON'T PAY) Some cities within AQMD already are taxed at the maximum rate allowed by law and this measure will not increase their taxes. However, those cities will still get the benefit from taxes imposed on other cities. -----	19%	37%	23%	14%	7%	56%
(ASK SPLIT SAMPLE B ONLY)						
[]d. (UNFAIR) This measure is unfair to Southern California residents who are doing their part to reduce air pollution by carpooling, using public transportation, riding a bike or driving electric vehicles. Furthermore, higher sales taxes will hurt those who can least afford it, low-income families and seniors struggling with the high cost of living and rising housing prices. -----	40%	30%	19%	8%	3%	70%
[]e. (OUT OF STATE) Most of the manufacturing for zero emission and near zero emission technology occurs out of state. This tax measure will just divert funds out of the local economy, once again taking middle class jobs out of state. -----	23%	29%	25%	14%	9%	52%

<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/ NA)</u>	<u>VERY/ SMWT</u>
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(SPLIT SAMPLE B ONLY, CONT.)

[]f. **(CORPORATE WELFARE)** The AQMD wants to raise taxes on Southern California residents and then give our money to trucking and cargo companies to pay for new equipment. This corporate welfare is how big business rigs the system at the expense of working families.-----33%----- 18% ---- 25% ----- 14% ---- 10% 51%

(ASK ITEM g ONLY TO VOTERS IN RIVERSIDE, SAN BERNARDINO AND ORANGE COUNTIES)

[]g. **(FAIR SHARE)** This measure raises taxes on all Southern California residents, but the vast majority of money is likely to be spent in L.A. County. The AQMD has produced no plan and has failed to provide specific information detailing how funds will be distributed fairly among the four counties.-----37%----- 36% ---- 12% ----- 10% ----- 6% 72%

(RESUME ASKING ALL RESPONDENTS)

14. Sometimes over the course of a survey like this one people change their minds and sometimes they do not. Let me ask you one more time about the SOUTHERN CALIFORNIA CLEAN AIR AND PUBLIC HEALTH IMPROVEMENT MEASURE. To reduce air pollution/emissions contributing to climate change and improve public health in Los Angeles, Riverside, San Bernardino and Orange Counties, shall the South Coast Air Quality Management District implement financial incentive programs to increase/accelerate the development/use of near-zero and zero emission automobiles, school buses, heavy-duty trucks, trains, ships and construction/cargo equipment funded by a half-cent sales tax increase, generating approximately one-point-four billion dollars annually until ended by voters, requiring audits with funds locally controlled?

If there were an election today, do you think you would vote “yes” in favor or “no” to oppose this ballot measure? **(IF YES/NO, ASK: “Is that definitely or just probably?”)** **(IF UNDECIDED, DON'T KNOW, NO ANSWER, ASK: “Do you lean toward voting yes or no?”)**

TOTAL YES----- **52%**
 Definitely yes----- 32%
 Probably yes----- 17%
 Undecided, lean yes-----3%

TOTAL NO----- **45%**
 Undecided, lean no-----0%
 Probably no-----8%
 Definitely no----- 36%

(DON'T READ) DK/NA-----4%

HERE ARE MY FINAL QUESTIONS. THEY ARE JUST FOR CLASSIFICATION PURPOSES.

15. Do you have children? (IF YES, ASK: “Do you have any children under the age of 19 living at home?”)

Yes, children under 19 at home----- 34%
 Yes, no children under 19 at home----- 28%
 No, no children ----- 37%
 (DON'T READ) DK/NA/REFUSED -----1%

16. With which racial or ethnic group do you identify yourself? (READ RESPONSES)

Hispanic/Latino ----- 36%
 African-American or Black -----4%
 Anglo/White ----- 49%
 Asian/Pacific Islander-----4%
 Something else -----3%
 (DON'T READ) Refused/NA -----4%

17. What was the last level of school you completed?

Grades 1-8 -----2%
 Grades 9-11-----3%
 High school graduate----- 15%
 Some college/business/vocational school----- 34%
 College graduate ----- 21%
 Post-graduate work/professional school ----- 23%
 (DON'T READ) Don't know -----2%

18. I don't need to know the exact amount, but I'm going to read you some categories for household income. Would you please stop me when I have read the category indicating the total combined income for all the people in your household before taxes in 2018?

\$25,000 and under----- 15%
 \$25,001 - \$50,000----- 17%
 \$50,001 - \$75,000----- 22%
 \$75,001 - \$100,000 ----- 12%
 \$100,001 - \$150,000----- 14%
 More than \$150,000-----9%
 (DON'T READ) Refused/NA ----- 10%

THANK YOU FOR PARTICIPATING IN OUR SURVEY

Gender: Male----- 49%
 Female----- 51%

Language of Interview

English-----98%
 Spanish-----2%

Party Registration: From file

Democrat-----41%
 Republican-----32%
 No Party Preference-----21%
 Other party-----6%

STATEWIDE FLAGS

G08-----52%
 P10-----24%
 G10-----46%
 P12-----28%
 G12-----61%
 P14-----22%
 G14-----43%
 P16-----48%
 G16-----87%
 P18-----55%
 BLANK-----6%

PERMANENT ABSENTEE

Yes-----67%
 No-----33%

VOTE BY MAIL

1-----20%
 2-----13%
 3+-----23%
 BLANK-----44%

AGE

18-29-----20%
 30-39-----17%
 40-49-----15%
 50-54-----12%
 55-59-----6%
 60-64-----8%
 65-74-----14%
 75+-----6%
 BLANK-----1%

OWN/RENT

Own-----64%
 Rent-----36%

FOREIGN BORN

Yes-----28%
 No-----72%

HOUSEHOLD PARTY

1 DEM-----18%
 2+ DEMS-----13%
 1 REP-----12%
 2+ REPS-----13%
 1 INDEPENDENT-----12%
 MIXED-----32%

COUNTY

Los Angeles-----0%
 Orange-----0%
 San Bernardino-----100%
 Riverside-----0%

SUPERVISORIAL DISTRICT

1-----19%
 2-----23%
 3-----22%
 4-----19%
 5-----17%

INTERVIEW MODE

Phone-----55%
 Online-----45%

A/B SPLIT

Split A-----50%
 Split B-----50%