

BOARD MEETING DATE: October 7, 2016

AGENDA NO. 26

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, September 9, 2016. The next Legislative Committee meeting is scheduled for Friday, October 14, 2016 at 9 a.m.

RECOMMENDED ACTION:  
Receive and file this report.

Judith Mitchell  
Chair  
Legislative Committee

DA:PC:MC

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**Attendance [Attachment 1]**

The Legislative Committee met on September 9, 2016. Committee Chair Judith Mitchell, and Committee Member Janice Rutherford were present at the South Coast Air Quality Management District's (SCAQMD) Diamond Bar headquarters. Committee Members Michael D. Antonovich, Dr. William A. Burke, and Dr. Clark E. Parker, Sr. attended via videoconference. Committee Member Joe Buscaino was absent.

**Update on Federal Legislative Issues [Attachment 2]**

SCAQMD's federal legislative consultants (Carmen Group, Cassidy & Associates, and Kadesh & Associates) each provided a written report on various key Washington, D.C. issues. The three firms each gave a verbal update as well.

Mr. Gary Hoitsma of Carmen Group updated his firm's report by providing a more comprehensive description of the Congressional schedule for the remainder of 2016. Mr. Hoitsma also generally described some of the larger funding issues that Congress will be facing through the end of the year, and mentioned a number of Department of Transportation grant program announcements, including those involving the FASTLANE grant program and the Transportation Investment Generating Economic Recovery (TIGER) Discretionary grant program.

Mr. Kaleb Froehlich of Cassidy & Associates updated his firm's written report by stating that the conference committee relating to the energy bill had its first official conference meeting between House and Senate members, in an effort to work out issues

and merge the House and Senate versions of the bill into an agreeable joint package. One more such meeting may occur before the October recess. Mr. Froehlich also reported that his firm is working with SCAQMD staff to coordinate a visit by Congressional staff to the SCAQMD to tour the headquarters and key parts of the region, as well as to be briefed on regional air quality issues. In response to an inquiry, Mr. Froehlich clarified that this trip was planned for the end of October 2016.

Mr. Chris Kierig of Kadesh & Associates updated his firm's written report by reporting on the latest developments regarding the FY 2017 appropriations bills. Mr. Kierig reported that it is unlikely that these appropriations bills will be completed before the end of the federal fiscal year (September 30), thus a Continuing Resolution (CR) is expected that lasts through December 9 or 16, although the end date is still being debated, with conservative-leaning House members preferring an end date in early 2017.

In response to an inquiry, Acting Executive Officer Wayne Nastri provided a status update on progress with U.S. EPA regarding the Petition for Rulemaking to Adopt Ultra-Low NOx Exhaust Emission Standards for On-Road Heavy-Duty Trucks and Engines. It was reported that this effort remains on track and encouraging communications have been received from U.S. EPA regarding the possibility of their undertaking a timely rulemaking.

### **Update on State Legislative Issues [Attachment 3]**

An inquiry was made regarding whether the tenuous status of the Cap and Trade Program and complexities involved in getting Greenhouse Gas Reduction Fund (GGRF) monies would impact SCAQMD's approach to the draft 2016 AQMP. Staff responded in the negative, and made reference to the passage of SB 32 (Pavley), which officially puts into law greenhouse gas reduction requirements through 2030, and the fact that the Governor released \$900 million in GGRF monies, a portion of which will directly help reduce criteria pollutant emissions. Staff also stated that multiple pots of funding will continue to be identified and pursued beyond the GGRF, in order to support the AQMP efforts. Additionally, the exploration of a new increased DMV registration fee to support the AQMP and air pollution reduction efforts was also discussed.

SCAQMD's state legislative consultants (Joe A. Gonsalves & Son and Gonzalez, Quintana, Hunter & Cruz, LLC) also provided written reports on various key issues in Sacramento. The two firms each gave a verbal update as well.

Mr. Paul Gonsalves of Joe A. Gonsalves & Son updated his firm's report by stating that there were over 800 bills sent to the Governor at the end of the legislative session for his consideration, and he has until September 30 to act on these bills. Further, Mr. Gonsalves reported that AB 197 (E. Garcia) and SB 32 (Pavley), which were double-joined (i.e. each could not become law without the other also becoming law), were both signed into law on September 8 by Governor Brown. Mr. Gonsalves also made

reference to the lawsuit that has been filed by the California Chamber of Commerce challenging the validity of the Cap and Trade Program. The Legislature focused only on establishing GHG emission limit levels and timelines this year and did not address the Cap and Trade Program. The plan is to see how the lawsuit develops and, if necessary, pursue legislation (with a 2/3 vote) or a statewide ballot initiative to reestablish the legitimacy of the program.

Mr. Gonsalves also reported that SB 1387 (De León) failed passage and is now dead.

Mr. Matt Klopfenstein of Gonzalez, Quintana, Hunter & Cruz, LLC, updated his firm's report by providing a description of key GGRF monies that will benefit the SCAQMD's air quality goals. In response to an inquiry regarding the Enhanced Fleet Modernization Program, which received \$80 million, Mr. Klopfenstein explained that the Legislature did not provide guidance on where in the state this money should be spent; this decision will be made by the California Air Resources Board (CARB). In response to an inquiry regarding accessing GGRF funds, staff explained that the next step is for SCAQMD representatives to engage with CARB and other state agencies that are being directly allocated GGRF funds for distribution throughout the state, in an effort to ensure that the South Coast region receives its fair share of funds in line with multiple factors, including those in existing law prioritizing disadvantaged communities. Committee Chair Mitchell requested that staff provide her with information to inform her efforts as a CARB Board member to help secure fair share funding for the South Coast region. Staff agreed to provide such information and will continue to work with the various state agencies as appropriate, including CARB.

**Report from SCAQMD Home Rule Advisory Group [Attachment 4]**

Please refer to Attachment 4 for the written report.

**Other Business:**

None

**Public Comment Period:**

None

The committee adjourned until Friday, October 14, 2016.

**Attachments**

1. Attendance Record
2. Update on Federal Legislative Issues – Written Reports
3. Update on State Legislative Issues – Written Reports
4. SCAQMD Home Rule Advisory Group Report – Written Report

# ATTACHMENT 1

## **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING Attendance Record –September 9, 2016**

Councilmember Judith Mitchell .....	SCAQMD Governing Board
Supervisor Michael D. Antonovich (videoconference) .....	SCAQMD Governing Board
Dr. William A. Burke (videoconference) .....	SCAQMD Governing Board
Dr. Clark E. Parker, Sr. (videoconference).....	SCAQMD Governing Board
Supervisor Janice Rutherford .....	SCAQMD Governing Board
Board Consultant David Czamanske .....	SCAQMD Governing Board (Cacciotti)
Board Consultant Mark Abramowitz.....	SCAQMD Governing Board (Lyou)
Board Consultant Debra Mendelsohn.....	SCAQMD Governing Board (Antonovich)
Board Consultant Andy Silva .....	SCAQMD Governing Board (Rutherford)
Deputy Chief of Staff Mark Taylor .....	SCAQMD Governing Board (Rutherford)
Tricia Almiron .....	San Bernardino Associated Governments
Kaleb Froehlich (teleconference) .....	Cassidy & Associates
Paul Gonsalves (teleconference).....	Joe A. Gonsalves & Son
Will Gonzalez (teleconference) .....	Gonzalez, Quintana, Hunter & Cruz
Sue Gornick .....	Western States Petroleum Association
Otis Greer.....	San Bernardino Associated Governments
Gary Hoitsma.....	The Carmen Group
Amelia Jenkins (teleconference).....	Cassidy & Associates
Mark Kadesh.....	Kadesh & Associates
Chris Kierig .....	Kadesh & Associates
Bill LaMarr .....	California Small Business Alliance
Rita Loof.....	RadTech
Noel Muyco .....	Southern California Gas
David Rothbart.....	Los Angeles County Sanitation Districts
Susan Stark .....	Tesoro
Derrick Alatorre.....	SCAQMD Staff
Guillermo Sanchez.....	SCAQMD Staff
Jeanette Short.....	SCAQMD Staff
Barbara Baird.....	SCAQMD Staff
William Wong .....	SCAQMD Staff
Marc Carrel.....	SCAQMD Staff
Tina Cox .....	SCAQMD Staff
Phil Fine.....	SCAQMD Staff
Julie Franco.....	SCAQMD Staff
Monika Kim.....	SCAQMD Staff
Matt Miyasato.....	SCAQMD Staff
Wayne Nastri .....	SCAQMD Staff
Robert Paud .....	SCAQMD Staff
Mary Reichert .....	SCAQMD Staff
Rainbow Yeung .....	SCAQMD Staff
Kim White .....	SCAQMD Staff

## ATTACHMENT 2



**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:** September 9, 2016

**Re:** Federal Legislative Update

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**House Legislative Outlook:** After a seven-week recess, the House is back in session for the rest of this month, and will then recess again beginning the first of October, through the November elections. The primary item of business this month will be determining how to keep federal agencies funded so as to avoid a possible government shutdown after Sept. 30<sup>th</sup>, which is the end of the federal fiscal year. With the regular appropriations process largely stalled, Congress can be expected to pass a stop-gap “Continuing Resolution” (CR) that would basically maintain current funding levels until some point after the election when Members will have more time and be in a better frame of mind to pass the annual appropriations bills for Fiscal Year 2017. House leaders currently see such a CR extending to approximately mid-December, but a group of House conservatives is pushing for it to be extended through next March instead, so as to assure that final decisions on spending would be deferred to the new Congress and the new Administration that takes over in January. One complicating factor could be a major effort by the Florida delegation to secure new funding to more quickly address the Zika virus outbreak there.

**EPA Appropriations:** Meanwhile, we continue to track developments related to the House Interior/Environment appropriations bill for FY 17 – now approved by committee --that includes EPA funding for the Diesel Emission Reduction (DERA) program at \$100 million, and for the Targeted Airshed Grant program at \$40 million. Both numbers are double their respective current levels, thanks in large measure to the work of Congressman Ken Calvert, the relevant subcommittee Chairman. Calvert has also inserted report language to require at least 70 percent of DERA funds be designated for projects in non-attainment areas, and to require that Targeted Airshed grants be only available to the nations’ top five non-attainment areas. SCAQMD’s strong interest will be to protect these House positions on these programs as the bill moves to the House floor and later into conference with the Senate.... most likely in a lame duck session.

**FAST Act Section 1413:** The Federal Highway Administration (FHWA) is now moving forward rapidly with implementation of the provision to officially designate National Corridors for Electric Vehicle Charging and Hydrogen, Propane, and Natural Gas Fueling Infrastructure, pursuant to Section 1413 of the FAST Act. After publication of a

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solicitation notice in July and a short 30-day comment period, the FHWA is now reviewing the recommendations of approximately 50 state and/or local entities that were submitted nationwide by the August 22nd deadline. These include the recommendations made by the state of California in which South Coast AQMD had direct input. The final corridor designations are expected to be announced sometime in September or October.

**No Lead in Air Act (H.R. 4675):** We were in contact with the office of Del. Eleanor Holmes Norton (D-DC) -- the sponsor of this bill to prohibit the use of leaded fuel in aircraft operating within U.S. airspace -- to communicate SCAQMD's formal support for the legislation, contained in a July 14<sup>th</sup> letter to Ms. Norton. Efforts are being made to try to attach this bill as an amendment to other legislation that might be able to pass this fall.

###

# CASSIDY&ASSOCIATES

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(202) 347-0773  
www.cassidy.com

**To:** South Coast Air Quality Management District

**From:** Cassidy & Associates

**Date:** Sept 1, 2016

**Re:** September Federal Update

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## **Issues of Interest to SCAQMD**

### **Comprehensive Energy Legislation/Vehicle Innovation Act:**

Both the House and the Senate have voted to appoint conferees to begin the process of constructing a final comprehensive energy package. Currently, the staff members from the Senate Energy and Natural Resources Committee, the House Natural Resources Committee and the House Energy and Commerce Committee are working through a “pre-conference” phase in an attempt to process and address as many of the potential disagreements and controversies prior to the member conference commencing. The first official meeting of the conference members is expected to take place during the September work period, though a date has not yet been set.

South Coast has previously written a letter of support to Chairwoman Murkowski regarding the Vehicle Innovation Act. We will continue to convey SCAQMD’s support of this provision and express South Coast’s desire that this title be included in the final conference package.

### **Clean Fuel and Clean Vehicle Tax Credit Update:**

A number of clean fuel and clean vehicle tax credits are scheduled to expire at the end of 2016. Specifically, the 30B credit for fuel cell vehicles, the 30C credit for Alternative Fuel Refueling Property (e.g. E85 or LNG pumps), the 6426 credit for alternative fuels themselves, and the Section 40 credits for biodiesel, renewable diesel and cellulosic biofuels are all expiring in December. Manufacturers and interests group are beginning lobbying efforts in earnest now to advance a tax extenders package that would likely include a large number of other, non-energy related provisions. Free market groups such as Americans for Prosperity (Koch Brothers) have already written letters to Congress preemptively opposing an extenders package. It is unlikely that these credits are addressed during the September legislative session.

### **VW Settlement Update:**

On June 28, the Department of Justice announced a proposed consent decree regarding VW’s offending 2-liter vehicles (~500,000). The settlement funds will be unlocked as soon as the Federal Court grants final approval to the settlement agreements. A hearing scheduled for October 18 is a likely date for approval.

Under the June proposal, California will receive \$381.3 million (14.1% of a \$2.7b pot) for remediation projects to offset NOx emitted by offending 2-liter vehicles. States can spend the money on clean air or “DERA style” projects of their choosing. Some states plan to use the money to cut diesel emissions by replacing older, government-owned vehicles currently on the roads. Mary Nichols has indicated that replacing old buses will be a priority in California. CARB will work with a state trustee, to be named by Governor Brown, to oversee the process of disbursing this \$380 million resource. Governor Brown won’t name this trustee until the final consent decree is approved. CARB also declared that projects for funding should be identified within six months once the trustee is named.

Funding Opportunity Announcements for this \$380 million should be forthcoming soon. SCAQMD should be working now to identify priority mitigation projects that could compete.

## MEMORANDUM

To: South Coast AQMD Legislative Committee Members  
Fr: Kadesh & Associates  
Re: DC Update for September Legislative Committee Hearing  
Da: September 1, 2016

We have been asked to provide a brief update on what to expect when Congress returns to Washington with an emphasis on the Senate. This memo will also cover items Kadesh & Associates has been tasked with monitoring and engaging on, as needed, on behalf of the South Coast AQMD.

### **Congress**

Congress returns on September 6, but in light of the looming Presidential election and ongoing Congressional primaries in many states, little activity is expected right away. When Congress returns, there will be only 25 days left in the current fiscal year. The House has passed 6 of the FY17 appropriations bills and the Senate has passed one. Clearly, much work remains and a continuing resolution (CR) will be needed. The length of the CR, however, is far from certain and the debate appears to be centering around passing a CR into next year or finishing the budget this year. There are strong voices on either side. Additionally, citing their concerns with the process used for the Zika funding bill, Senate Democrats are already warning of a potential government shutdown if they are not allowed to participate in conference negotiations on the omnibus. Combined with the uncertainty surrounding expiring tax credits and the election year issue of the TPP, the outlook for Congress doing anything more than passing a CR is bleak prior to the election. It is important to note that, at this point, leadership is talking about an omnibus bill and not a year-long CR.

### **South Coast AQMD Priorities**

Kadesh & Associates is tracking the following appropriations issues on behalf of the District:

- \$10 million in continued funding for the DOE zero emissions goods movement program in the Senate Energy-Water appropriations bill
- \$20 million in the targeted airshed grant program in the Senate Interior appropriations bill. Recall, Kadesh & Associates worked with SCAQMD staff and Senate appropriations staff to create this program in FY08.
- \$25 million in the Diesel Emissions Reduction Program (DERA) in the Senate Interior appropriations bill.

Senator Feinstein sits on the Senate Appropriations Committee, is the ranking member on the Senate Energy-Water appropriations subcommittee and sits on the Interior appropriations subcommittee. We will continue to work closely with her office as the appropriations committee staff pre-conference their bills in preparation for an eventual omnibus bill.

## **DERA Reauthorization**

Senator Carper's bill to reauthorize the DERA program for five years (S. 2816) is on the Senate Calendar and can be called up at any time to pass by unanimous consent. Similar language is included in the Senate energy bill, but that bill has stalled. The House sponsor, Rep. Elmers (R-NC), lost her primary, so action on the House companion bill appears uncertain. We will continue working with Senators Carper and Boxer to pass this important bill before the end of the year.

## ATTACHMENT 3



### **Joe A. Gonsalves & Son**

**Anthony D. Gonsalves**

**Jason A. Gonsalves**

**Paul A. Gonsalves**

PROFESSIONAL LEGISLATIVE REPRESENTATION

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**TO:** SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

**FROM:** ANTHONY, JASON, AND PAUL GONSALVES

**SUBJECT:** JULY LEGISLATIVE UPDATE

**DATE:** FRIDAY, JULY 15, 2016

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On August 31, 2016, the State Legislature adjourned their 2015-16 legislative session after introducing over 5000 bills and Resolutions. The following will provide you with an update on some of the issues we participated in on behalf of the SCAQMD:

#### **AB 197 (E. Garcia)**

AB 197 was part of the overall climate change package that was proposed by the Governor and Legislative Leadership this year. AB 197 was double-joined with SB 32 (Pavley), which means AB 197 would only take effect if SB 32 was enacted.

On August 24, 2016, AB 197 passed off the Assembly floor on a vote of 45-30, with 2 republicans supporting the bill. The bill is now before the Governor and we expect him to sign the bill when he signs the package of climate change bills. The Governor has until October 1, 2016 to act on all remaining bills.

AB 197 proposes the following:

- Establishes the Joint Legislative Committee on Climate Change Policies (JLCCCP), consisting of 3 members of the Senate and 3 members of the Assembly.
- Requires ARB to annually appear before the JLCCCP to present ARB's informational report on emissions of GHGs, criteria pollutants, and toxic air contaminants from all sectors covered by the AB 32 scoping plan.
- Defines "social costs" as an estimate of the economic damages, including, but not limited to, changes in net agricultural productivity; impacts to public health; climate adaptation impacts, such as property damages from increased flood risk; and changes in energy system costs, per metric ton of GHG emission per year.
- Requires ARB to publish emissions of GHGs, criteria pollutants and, no later than January 1, 2018, toxic air contaminants, for each facility that is a major source of GHG emissions required to report its emissions pursuant to AB 32.
- Requires ARB, when it adopts regulations to achieve GHG emission reductions beyond the statewide limit, to consider social costs and prioritize direct emission reductions at large stationary, mobile, and other sources.
- Establishes terms of 6 years for each of the 14 members of ARB and requires ARB to establish initial staggered terms, permit reappointment, and provide that the 6 local air district representatives must maintain their air district board membership to remain on ARB.
- Adds 2 members of the Legislature as ex officio, non-voting members, one appointed by the Senate Rules Committee and one appointed by the Speaker of the Assembly.
- Requires ARB to make available on its Web site the emissions of GHGs, criteria pollutants, and toxic air contaminants throughout the state broken down to a local and sub-county level for stationary sources and to at least a county level for mobile sources.

## **AB 1691 (Gipson and C. Garcia)**

AB 1691 proposed the following:

- Would require the California Air Resources Board (ARB) to update the Enhanced Fleet Modernization Program (EFMP) guidelines to create efficiencies in the EFMP Plus Up Pilot Project (Plus Up).
- The provisions of the bill would sunset on July 1, 2022.
- Declares the intent of the Legislature that Plus Up be focused on disadvantaged communities.
- Requires ARB, no later than June 30, 2017, to update EFMP guidelines to ensure the following occur with regard to the EFMP Plus Up Pilot Project (Plus Up):
  - Each local air district implementing a vehicle retirement program with a backlog or a waiting list for applicants is required to develop a plan on how to eliminate the backlog or waiting list.
  - Specific steps are taken to ensure that the program is not being misused, including, but not limited to, random income eligibility verification and contact with program participants at least once after their vehicles are replaced.
  - The program is accessible to the lowest income disadvantaged communities by developing mandatory partnerships with, and a mandatory minimum amount of overall funding allocated for outreach to community-based organizations.
  - Requires that an outreach and partnership report be submitted every six months after July 1, 2017.
  - The applicant prescreening be enhanced, if deemed appropriate.
  - Priority is given to the retirement of vehicles that are 15 years old or older and vehicles with more than 75,000 miles.

Our office was working closely with the Author's office on amendments that would do the following:

- Revise the provisions to not require a formal plan from districts implementing EFMP that have backlogs or waiting list as long as the district provides in its quarterly program progress reports information on the backlog and actions taken to reduce the backlog.
- Update the program's disadvantaged communities' guidelines to ensure:
  - Specific steps are taken to ensure the vehicle replacement component of the program is available in areas at risk of being designated as Federal extreme nonattainment and in all districts containing disadvantaged communities.
  - Increased funding for targeted outreach in low-income and disadvantaged communities for the program.
  - The monies allocated for EFMP be at the same levels allocated from the GGRF for the EFMP Plus Up Project.

Prior to coming to an agreement on our requested amendments, AB 1691 was held in the Senate Appropriations Committee suspense file and is now dead.

### **AB 1903 (Wilk)**

This bill proposed to require completion of a study of the long-term effects on health caused by the prolonged leak at the Aliso Canyon natural gas storage facility.

Assemblymember Wilk's office reached out to our firm to discuss proposed amendments to AB 1903 that they received from SoCal gas. We provided those amendments to SCAQMD staff and they provided feedback based on those amendments. In addition, our firm arranged a conference call between Assemblymember Wilk's office, our firm, SCAQMD staff and legal counsel.

Our feedback to Assemblymember Wilk's office on the proposed SoCal Gas amendments was well received. The Author did not take any amendments to the bill, however, the bill was held in the Senate Appropriations Committee on the suspense file. The bill is now dead.

## **AB 2170 (Frazier)**

This bill requires federal freight revenues apportioned to California from the Fixing America's Surface Transportation (FAST) Act be deposited into the Trade Corridor Improvement Fund (TCIF) and apportioned to state, regional, and local transportation entities by the California Transportation Commission.

Specifically, this bill would propose the following:

- Requires Federal FAST Act freight funding be deposited into the TCIF and allocated in accordance with TCIF program guidelines as well as FAST Act requirements
- Requires the California Sustainable Freight Action Plan to be among the documents consulted by the Commission in determining eligible projects for funding.
- Requires projects considered for funding by the Commission further the state's economic, environmental, and public health objectives and goals for freight policy.
- Requires the Commission, when selecting projects for inclusion in the program, to evaluate the total potential costs and total potential economic and non-economic benefits of the program to California's economy, environment and public health.
- Requires the Commission to adopt any amendments to the 2007 TCIF guidelines on or before April 1, 2017.
- Requires the Commission to accept project nominations from regional and local transportation agencies and the California Department of Transportation, recognize the key role of the state in project identification, and support integrating statewide goods movement priorities into a corridor approach.

On August 31, 2016 AB 2170 passed off the Assembly floor on a vote of 77-1, but not without some controversy. The International Longshore Workers Union was seeking last minute amendments to the bill that would prohibit the funds from being used to purchase equipment that would replace workers at the Ports. The amendments were

not included in the bill, however, Legislative Leadership made a commitment to the ILWU to introduce urgency legislation early next year to address their concerns.

AB 2170 is now on the Governor's desk awaiting his action. The Governor has until October 1, 2016 to take action.

### **SB 1387 (De Leon)**

SB 1387 (De Leon) was amended in the Assembly on August 19, 2016 and the amendments did the following:

- Removed both the RECLAIM and ARB oversight provisions of the bill.
- Keeps the provisions that increase the SCAQMD Governing board by 3 with the additional members appointed by the Governor, the Senate Committee on Rules, and the Speaker of the Assembly.
- Requires the additional appointed members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice, including, but not limited to, communities with diverse racial and ethnic populations and communities with low-income populations.
- Requires the appointing authority to accept an application from, and give appropriate consideration to appointing, a member of a city council or county board of supervisors who meets the above criteria.
- Adds a January 1, 2025 sunset provision for the 3 additional board members
- Prohibits a member of the SCAQMD board who is eligible for a vehicle or vehicle allowance from the local government from which he or she is appointed from being issued a vehicle from the SCAQMD for greater than seven days in a 30-day period.

SB 1387 was brought up on the Assembly floor on the morning of the last day of session. The first roll call on the bill was 30-33, with 17 members not voting (41 needed to pass). At 11:53 p.m., with just 7 mins left in the Legislative session, the Assembly

lifted the call and the final vote was 30-36 with 14 members not voting. The bill is now dead.

### **SB 32 (Pavley)**

This bill is part of the Governor's and Legislative Leadership's package of climate change bills and is double-joined with AB 197 (E. Garcia).

SB 32 does the following:

- Makes findings and declarations regarding requirements and authority of ARB under AB 32; the need to continue to reduce GHG emissions to protect all areas of the state, especially the state's most disadvantaged communities; and that ARB shall achieve the state's more stringent GHG emission reductions in a manner that benefits the state's most disadvantaged communities and is transparent and accountable to the public and the Legislature.
- Requires ARB to ensure that statewide GHG emissions are reduced to at least 40% below the 1990 statewide GHG emissions level no later than December 31, 2030, when adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions authorized by AB 32.

On August 24, 2016 SB 32 was passed off the Senate floor on a party line vote of 25-13 with 1 member not voting. The bill is now on the Governor's desk awaiting his action. The Governor has until October 1, 2016 to act on all remaining bills.



## SCAQMD Report

Gonzalez, Quintana, Hunter & Cruz, LLC

September 1, 2016

### **General Update:**

The Legislature officially gavelled down and ended the 2016 Session at nearly 2am on September 1, 2016. Several high priority issues had been building up for the final day, including a deal on the GGRF Budget and the multiple trailer bills to implement the budget.

The attention within the Capitol now turns to Governor Brown, who has until September 30 to sign or veto bills passed by the Legislature. Outside of the Capitol, legislators are turning their attention to November. The election could result in major shake-up, with many close contests as Democrats look to regain a 2/3 majority.

Below are updates to issues being tracked by SCAQMD's legislative team.

### **Greenhouse Gas Reduction Fund Spending Overview:**

While the full California State Budget of \$170.9 billion was enacted on time and signed by the Governor back in June, spending of the Greenhouse Gas Reduction Fund (GGRF) was not included. Due to continued uncertainty of the Cap & Trade programs, in part because of the uncertainty of SB 32 (Pavley) and ongoing litigation, this money was not appropriated at that time. Some also wanted to wait until the August Cap & Trade auction results were released, hoping it would bring good news following the dismal \$10 million raised in May. However, the auction was even worse, generating around \$8 million.

In the end, pressure to maintain programs like CVRP that were out of funds, in addition to the passage of SB 32, brought the Governor, Speaker and Pro Tem together to reach an agreement. The final deal allocates \$900 million, bringing the total lifetime amount of GGRF spending to \$3.2 billion. This is a compromise proposal, spending less than Democrats in the Senate wished, but more than the Speaker and Governor wanted. It also leaves \$462 million in the GGRF for future use.

Along with the spending bill, AB 1613, the Legislature also passed SB 859, a budget trailer bill that made several policy changes for implementing the GGRF expenditures, which is discussed below.

### **Low Carbon Transportation Funding & CVRP Budget Trailer Bill:**

The GGRF spending plan provides \$368 million to the Air Resources Board, including: \$133 million to the Clean Vehicle Rebate Project (CVRP), \$80 million to the Enhanced Fleet Modernization Program (EFMP) and Plus-Up Pilot Project, and \$150 million for heavy-duty vehicles.

In addition to allocating funds, the Legislature also made policy changes in the Budget for implementing the CVRP through SB 859.

The changes reflect a legislative priority amongst environmental justice advocates and those concerned with subsidies for luxury vehicles. The changes are related to those in numerous bills that failed this year, including AB 1861 (Gray), AB 1710 (Calderon) and AB 2564 (Cooper). The alterations are aimed at shifting the CVRP funds more towards low income Californians.

SB 859 would require CVRP to have stricter income limits (\$150,000 for single filers; \$204,000 for head-of-household filers; and \$300,000 for joint filers) as well as increase the incentive for low income applicants by \$500.

**More GGRF Funding for Low Income Communities:**

AB 1550 (Gomez), which SCAQMD supported, will substantially increase the amount of funding from GGRF that is directed to DACs and low income Californians. The bill raises to 25% the amount that must go to Disadvantaged Communities (DACs) per the CalEnviroScreen. In addition, another 5% must be spent on projects benefiting low income households with 1/2 mile of a DAC. Finally, an additional 5% must go to projects benefiting low income residents anywhere in the state. There has been a lot of debate this year about whether to rely solely on the CalEnviroScreen because it tends to tilt more towards Southern California and leaves out some very low income communities. This bill is seen as a compromise because it ensures some funds will go to those low income communities outside of DACs while also raising the total that must be spent in DACs. The bill passed both houses and awaits the Governor's signature.

**Woodsmoke:**

Another budget issue that SCAQMD and CAPCOA supported was funding for woodsmoke programs in the state. In the GGRF agreement, \$5 million was given to ARB for black carbon wood smoke programs. This is not the \$40 million that was originally part of the Governor's and Senate's Proposals, but many programs were reduced in the compromise budget.

**Transportation Trailer Bill – Green & White Sticker Programs**

SB 838, one of the late budget trailer bills, included language to extend the Green and White sticker programs. The language eliminates the cap and extends both to January 1, 2019. There was debate about whether these programs would get stuck because AB 1964 (Bloom) was the extension bill but included other changes to the sticker program that was seen as overly complex and not widely supported. SB 838 passed both houses and is onto the Governor.

**Short Lived Climate Pollutants:**

Senator Lara's SLCP bill, SB 1383, became one of the key controversial climate bills on the final night of Session. It took late amendments from agriculture and dairy interests, creating a complex dynamic of supporters and opponents. Some environmental groups removed support while some industries supported the bill as a bitter pill to swallow, but a necessary one to prevent ARB from implementing even stricter requirements. In the end the bill passed both houses and is headed to the Governor's desk.

## ATTACHMENT 4

**BACKGROUND:** The Home Rule Advisory Group (HRAG) usually meets on the third Wednesday of every other month and is Chaired by Governing Board Member Dr. Joseph Lyou. As required by Governing Board Resolution, the HRAG shall give a monthly summary to the Stationary Source & Legislative Committees. Following is a summary of the July 20, 2016 meeting.

### **REPORT CONTENT**

<b>TOPIC</b>	<b>DESCRIPTION</b>
Legislative Update	<p>Philip Crabbe provided a recap on the following items from the Legislative Committee meeting on July 15, 2016.</p> <ul style="list-style-type: none"><li>• In early June, SCAQMD petitioned U.S. EPA to adopt an ultra-low NOx emission standard for heavy-duty trucks. A week later, on June 14th, a delegation of four SCAQMD Governing Board Members (Supervisor Benoit, Dr. Lyou, Councilwoman Mitchell and Councilman Robinson) and staff traveled to Washington, DC to meet with the White House, the U.S. EPA, Members of Congress, and others regarding this effort.</li><li>• In addition to SCAQMD, the Petition included ten co-petitioners, who consisted of state and local clean air agencies from around the country. Since then, there have been five additional co-petitioners and three letters of support. Additionally, a group of nine national health organizations, including the American Lung Association and the American Thoracic Society, submitted a letter calling for the adoption of the ultra-low NOx emissions rule for heavy-duty trucks.</li><li>• As part of the trip, meetings were held with 35 different Congressional offices on Capitol Hill – involving meetings with Members and/or staff. SCAQMD was joined in a number of those meetings by the Deputy Director of NESCAUM, a coalition of northeastern states’ air agencies, as well as the Executive Director of the Advanced Engine Systems Institute (AESI), the advocacy arm for manufacturers of emissions controls.</li><li>• As part of this effort, SCAQMD representatives sought to have Congressional Members sign on to a letter in support of the EPA Petition. Overall, 30 federal legislators signed on to this support letter, including four Senators (Feinstein, Boxer, Booker of New Jersey and Whitehouse of Rhode Island), and 26 Members of the U.S. House of Representatives.</li><li>• Additionally, Board Members and staff had a meeting with a number of business groups to discuss the Petition, which included:<ul style="list-style-type: none"><li>✓ U.S. Chamber of Commerce</li><li>✓ National Association of Manufacturers</li><li>✓ Truck &amp; Engine Manufacturers Association</li><li>✓ American Trucking Association</li><li>✓ PACCAR, Inc. (Parent company of Kenworth, Peterbilt and DAF trucks)</li><li>✓ Cummins, Inc.</li></ul></li><li>• A meeting was also held with the executive staff of the National Association of Clean Air Agencies (NACAA).</li></ul> <p><b>State Legislative Update</b></p> <p>In response to an inquiry by Dr. Lyou, Philip Crabbe reported that the California legislature is on summer recess during the month of July and will come back to Sacramento to conduct legislative business at the beginning of August. The first half of the month will focus primarily on bills going through the Appropriations Committee process, with the second half of the month focusing on legislative floor session and</p>

	<p>final passage or failures of all bills. The state legislative session finishes at the end of August.</p> <p><b><u>Discussion</u></b>  <b>SB 1387</b></p> <p>Bill LaMarr inquired about the status of SB 1387. Philip Crabbe confirmed that the bill currently resides with the Assembly Appropriations Committee, where it will remain until the end of summer recess. The hearing for this bill will be in early August 2016.</p> <p>Bill LaMarr commented that in June 2016 the SCAQMD Governing Board took a vote to oppose SB 1387, and he inquired how this was communicated to Sacramento. Dr. Lyou indicated that Supervisor Rutherford testified at a previous legislative hearing, and Philip Crabbe added that the District sent an opposition letter. Bill LaMarr inquired if a copy of the letter could be provided to the Home Rule Advisory Group, or was it only available through a public record request. Philip Crabbe indicated that this letter was public record and will be provided to HRAG staff for distribution.</p>
<p>Litigation Update</p>	<p>William Wong commented there was an update to the June 30, 2016 Status Report Regarding Litigation. Last week, SCAQMD participated in a settlement conference regarding the lawsuit filed by environmentalists against the adoption of amendments to RECLAIM (Case #2). Details cannot be provided, due to the confidential nature of this matter.</p>
<p>EPA and Federal Activities</p>	<p>Gerardo Rios gave a presentation on U.S. EPA’s proposed rule - Removal of Title V Emergency Affirmative Defense Provisions from State Operating Permit Programs.</p> <p><b>Proposed Action</b></p> <ul style="list-style-type: none"> <li>• On June 3, 2016, the U.S. EPA proposed revisions to its operating permit program regulations that implement Title V of the Clean Air Act (CAA). The proposal is to remove the “emergency” affirmative defense provisions.</li> <li>• The Title V emergency provisions currently establish an affirmative defense. A stationary source of air pollution can use this affirmative defense in an enforcement case to avoid liability for non-compliance with technology-based emission limits contained in the source’s Title V permit. In order to use this affirmative defense and avoid liability, the source must demonstrate that any excess emissions occurred as the result of an “emergency,” as defined in the regulations, and the source must make a number of other demonstrations specified in the regulations. These Title V affirmative defense provisions apply in addition to, and independently from, any emergency or upset provisions contained in other applicable CAA requirements.</li> </ul> <p><b>Anticipated Effects on State, Local, and Tribal Permitting Authorities</b></p> <ul style="list-style-type: none"> <li>• The U.S. EPA is taking comments on the actions that state, local, and tribal permitting authorities may need to take if this proposal is finalized.</li> <li>• Program Revisions: If the rule is finalized, it will be necessary for many state permitting authorities to make conforming revisions to their Title V programs to remove similar affirmative defense provisions. Alternatively, states may be able to retain affirmative defenses as state-only provisions.</li> </ul>

- Permit Revisions: If the rule is finalized, Title V affirmative defense provisions included within individual operating permits will need to be removed. We expect these permit changes will occur in the ordinary course of business as permits are periodically renewed, revised, or reopened for other reasons.

#### **How to Comment**

- Comments will be accepted for 60 days beginning when this proposal is published in the Federal Register.
- All comments should be identified by Docket ID No. EPA-HQ-OAR-2016-0186 and submitted to the Federal e-rulemaking portal (<http://www.regulations.gov>).
- For additional information about other ways to submit comments, please visit <http://www.epa.gov/dockets/comments.html>.

#### **Additional Information**

- Interested parties can download the proposed rule from U.S. EPA's website at: <https://www.epa.gov/title-v-operating-permits>.

#### **Discussion**

David Rothbart indicated that it was his understanding that in the startup, shutdown malfunction litigation an entity has to retain the ability for citizen lawsuits and cannot take away the authority for EPA to take enforcement. Gerardo Rios explained that this action is not about U.S. EPA's enforcement, but about their authority regarding the liability for the affirmative defense provision.

Bill LaMarr inquired if this applies to equipment breakdowns and shutdown and startup of new or repaired equipment. Dr. Lyou commented that it applies to Title V permit violations.

Bill LaMarr asked about this authority which is currently in the District's rule governing equipment breakdowns, shutdowns and restarts, and whether EPA is now removing themselves. Gerardo Rios replied that EPA is not being removed from the enforcement of violations but rather from the liability of the affirmative defense provision.

#### **Public Comment**

Rita Loof indicated that a slide in the presentation indicated an alternative that states may be able to retain affirmative defenses as a state only provision. Dr. Lyou commented that Rule 430 may apply, as a state only provision.

Rita Loof inquired that if this was already challenged on the federal side, would it stand to reason that it could also be challenged on the state side. The issue seems to be about the ability of the agency to decide what the civil penalty would be. Curtis Coleman commented that it was decided at the federal level on the basis that the Clean Air Act set up the penalties for violations of the Clean Air Act and said EPA is not able to insert its own defenses. Legislatures gives states the ability to adopt rules and regulations, so SCAQMD has the ability to determine what constitutes a violation.

<p>CARB Regulatory Activities</p>	<p>Patrick Au reported that the CARB Board Hearing will be on July 21, 2016 and there are three regulatory items going to their Board.</p> <ul style="list-style-type: none"> <li>• 2016 Ozone State Implementation Plan (SIP) for the San Joaquin Valley (first of two planned hearings).</li> <li>• Proposed Regulation for Greenhouse Gas Emission Standards for Crude Oil and Natural Gas Facilities (first of two proposed hearings).</li> <li>• Proposed Amendments to the Large Spark-Ignition Engine Fleet Requirements Regulation (first of two regulatory amendments).</li> </ul> <p>In future 2016 CARB Board Hearings, the Board will consider approval of the following items.</p> <ul style="list-style-type: none"> <li>• 2016 Ozone SIP for Ventura County, Western Mojave Nonattainment Area, and San Diego County.</li> <li>• 2016 PM2.5 SIP for Imperial County, Portola and San Joaquin Valley.</li> <li>• 2016 Air Quality Management Plan for Ozone and PM2.5 for the South Coast Air Basin and the Coachella Valley.</li> <li>• Proposed amendment to the California cap on greenhouse gas emissions and market-based compliance mechanisms.</li> </ul> <p><b><u>Discussion</u></b></p> <p>Bill LaMarr inquired if there were any concerns regarding the San Joaquin Valley SIP. Patrick Au replied that there were no areas of concern at this time that he was aware of and that he will follow-up with CARB staff.</p> <p>Dr. Lyou commented that he spoke with Seyed Sadredin, Executive Officer for the San Joaquin Valley Air Pollution Control District, about their PM2.5 SIP attainment issues. Bill LaMarr inquired if there were any challenges to the San Joaquin Valley SIP. Dr. Lyou indicated that a SIP cannot be challenged until it is approved.</p> <p>Dr. Lyou asked Jill Whynot about how the oil and gas rule that CARB is considering will impact SCAQMD. Jill Whynot indicated that SCAQMD staff is working closely with CARB to address this rule. CARB is having their first of two public hearings tomorrow. The rules will be going to the CARB Board in early 2017. CAPCOA has expressed concern, because many of the oil and gas wells in California do not have permits or they do not have the same level of requirements. There will be an increased workload for air districts and there is a concern about implementation issues.</p> <p>Dr. Lyou expressed that the role of the Home Rule Advisory Group is to address concerns of overlapping or regulatory inconsistencies between agencies. Jill Whynot indicated that there is time to work out concerns, and that this topic would be good for a future Home Rule meeting.</p>
<p>Incentive Programs in the AQMP</p>	<p>Jill Whynot provided a brief presentation on the traditional control measures and incentive funding that is needed to fund the 2016 Air Quality Management Plan (AQMP). The SCAQMD needs \$11 to \$14 billion in total funding for the AQMP, beginning with \$1 billion/year beginning in 2017. Current funding includes \$56 million/year from SB 1107 (accelerated turnover of on- and off-road vehicles and</p>

equipment), portion of state's tire fee, and AB 923; \$550 million total from Proposition 1B (~\$70 million/year); and Diesel Emissions Reduction Program (DERA) funding (~\$1.5 million/year).

The U.S. EPA has outlined several key elements for SIP approvability of incentive programs.

- Integrity Elements
  - ✓ Quantifiable/Real, Surplus, Permanent, Enforceable
  - ✓ Approvable Guidelines
- Commitment
  - ✓ Federally Enforceable (e.g. Board Resolution)
- Technical Analysis
- Funding
- Resources
- Outreach and Public Disclosure
- Legal Authority

The SCAQMD will work closely with U.S. EPA and stakeholders throughout the AQMP development process, to ensure a SIP that will be approvable. In the future, portions of the SCAQMD workforce may need to be transitioned into developing guidelines for incentive programs and implementation.

### **Discussion**

David Rothbart inquired if anyone has looked at the Carl Moyer Program and determined what it will take to incentivize a trucker to change-over a truck. Jill Whynot commented that SCAQMD has the expertise to determine a reasonable amount to encourage an early change-over. The SOON Program model will also be considered, as well as other programs.

David Rothbart inquired if a Board Resolution would satisfy U.S. EPA. Jill Whynot indicated that this would be worked out in future discussions, to determine what EPA would expect and need from SCAQMD.

Sue Gornick inquired about the AQMP timeframe. Jill Whynot explained that the 2016 AQMP will go to the SCAQMD Governing Board in December 2016, CARB in January 2017, and U.S. EPA in February 2017.

Larry Smith remarked that many trucking companies are committed to long-term leases, and have there been discussions with lease entities to inquire if they would be motivated to let them out of their leases and into newer trucks. Jill Whynot commented that she would check with staff.

Bill LaMarr indicated concern that the 2016 AQMP emission reductions are more costly than ever and asked for consideration for stationary sources, smaller sources and fleet operators. He further expressed that his organization is concerned that entities are being committed to specific emission reductions, but SCAQMD is only committed to seek the funding. Jill Whynot indicated that she understands his perspective and requested ideas and suggestions for other regulatory approaches for consideration.

	<p>Dan McGivney commented that San Joaquin APCD, in the past has used Department of Motor Vehicle fees and would SCAQMD considered this approach. Bill Wong commented we do not have similar authority and this would require legislation. Jill Whynot expressed that it is one of our potential ideas.</p> <p>Dan McGivney inquired if all SIP approvability elements have to be met before the Plan is forwarded on for approval, or can some be delayed? Jill Whynot commented that the guidelines can be development during implementation, but other elements have to be completed before submittal or approval at least. All funding does not have to be secured before Plan approval.</p> <p>David Rothbart inquired what would happen if the AQMP incentives are not approved. Dr. Lyou indicated that SCAQMD will do everything possible to reach attainment.</p> <p>Dr. Lyou inquired if U.S. EPA has ever clearly defined the definition of surplus and if this is one of their criteria's for approvability of our plan, it might help if the term was defined. Dr. Lyou inquired if there is a limit on incentive funding and public enforceability once the SIP is adopted by U.S. EPA. Jill Whynot commented that there will need to be a way for SCAQMD to reassure the public that the measures are doing what they were intended to do.</p>
Consensus Building	There was no report.
Subcommittee Status Reports	<p><b>A. Freight Sustainability (Noel Muyco)</b> Dr. Lyou noted that the California State Freight Sustainability Plan should be finalized by the end of July 2016, to comply with the Governor's Executive Order.</p> <p><b>B. Small Business Considerations (Bill LaMarr)</b> There was no report.</p> <p><b>C. Environmental Justice (Curt Coleman)</b> There was no report.</p> <p><b>D. New Source Review (Bill Quinn)</b> There was no report.</p> <p><b>E. Climate Change (David Rothbart)</b></p> <ul style="list-style-type: none"> <li>• In June, the 2030 Target Scoping Plan Update Concept Paper was released. This paper outlined discussions on the cap-and-trade program and how it could proceed.</li> <li>• On July 12, 2016, CARB released their public hearing to consider proposed amendments to the California cap-and-trade program on greenhouse gas emissions and market based compliance mechanisms. CARB staff has recommended revisions to their cap-and-trade regulations, to extend the program beyond 2020.</li> </ul> <p><b><u>Discussion</u></b> Jaclyn Ferlita added there is a lawsuit being heard by the appellate court regarding issues on the options within the cap-and-trade program. The outcome of this lawsuit</p>

	could affect approvals of some of the recommended program revisions.
Report from and to the Stationary Source Committee	<p>Jill Whynot reported that the following items were discussed at the Stationary Source Committee meeting on June 17, 2016.</p> <ul style="list-style-type: none"> <li>• Home Rule Advisory Group Memberships Updated</li> <li>• Annual Report on Toxic Hot Spots AB 2588 Program</li> </ul> <p>On the agenda for July 22, 2016, are the following items of interest.</p> <ul style="list-style-type: none"> <li>• Status Report on Efforts to Reduce Permit Backlog</li> <li>• Status Report on Regulation XIII – New Source Review</li> <li>• Amendment Updates on Regulations IX – Standards of Performance for New Stationary Sources and Regulation X – National Emission Standards for Hazardous Air Pollutants</li> <li>• Regulation XX – RECLAIM Shutdown Credits</li> <li>• Proposed Amendments for Rules 307.1, 1401 and 1402</li> </ul>
Group Action Item	<p>The Home Rule Advisory Group members were asked to provide ideas and topic suggestions for future meetings.</p> <ul style="list-style-type: none"> <li>• Future incentive funding (Lyou)</li> <li>• Perceptions about air quality at the community level – identify the disconnections and outline solutions and needs (Lyou)</li> <li>• Focused conversation among stakeholders about the Regional Transportation Plan (RTP) and Transportation Control Measures (TCM) (Lyou)</li> <li>• Win-win opportunities for environmentalists and regulated business to save money and function efficiently and opportunities to reduce environmental impacts (Lyou)</li> <li>• Identifying the barriers to advanced clean air technologies (Lyou)</li> <li>• Monitor SCAQMD, CARB and EPA activities and plans; track the progress on current and proposed NAAQS for ozone and particulate matter; targeted air shed grants; CARB’s mobile source strategy; and the State Implementation Plan. (LaMarr)</li> <li>• Monitor SCAQMD, CARB and EPA activities and plans, with a focus on the potential to impact public health and the economy of the South Coast basin. (LaMarr)</li> <li>• Monitor other regulatory initiatives by EPA (e.g. energy efficiency), which may be useful as SCAQMD prepares the 2016 AQMP and future AQMPs. (LaMarr)</li> <li>• Partner with other HRAG subcommittees as they pursue their respective agendas for 2016. (LaMarr)</li> <li>• Discuss mobile and stationary source issues as appropriate (LaMarr)</li> <li>• Reaching attainment without putting further burden on stationary sources (LaMarr)</li> </ul> <p><b><u>Discussion</u></b></p> <p>Dr. Lyou commented that it is the mission of Home Rule to ensure there is efficiency and no conflicts among the different regulatory programs. He noted there was some overlap in the action items addressed, but we should be able to have conversations or discussions on all of these items. The items will need to be prioritized and in advance</p>

	<p>lay out discussions for future meetings, so that staff can be prepared to assist and to circulate information. This group should address key issues affecting this agency, without duplicating efforts of other working groups or committees.</p> <p>Jill Whynot commented that these are good discussion items and recognized some possible overlaps with the AQMP Advisory Group and Technology Advancement Office, but there could be some discussions on the implementation and development of RTP and TCMs.</p> <p>Michael Downs inquired if this advisory group has invited associations to these meetings to express how their members address overlapping agency requirements and how we may be able to assist them and inquired if outreach was a possibility. Dr. Lyou acknowledged this and commented that possibly trade associations would be willing to comment on behalf of their members.</p> <p>Larry Smith indicated that a mission statement review would be helpful to provide clarity of what this group should be doing, and requested consideration of the possible revision of the HRAG mission statement. He expressed that it makes the committee relevant when you keep the members informed and involved.</p> <p>Dr. Lyou suggested for the next meeting in September 2016 the following topics for discussion.</p> <ul style="list-style-type: none"> <li>• Review of the HRAG Mission Statement</li> <li>• CARB Oil and Gas Regulation and How it Applies to SCAQMD Rulemaking</li> <li>• Barriers to the Advancement of Clean Technologies (Matt Miyasato/TAO)</li> </ul>
Other Business/Public Comments	There were no comments.
Next meeting	The next meeting of the Home Rule Advisory Group is scheduled for September 21, 2016 at 10:00 a.m. and will be held at SCAQMD in Conference Room CC-8.
2016 Meeting Schedule	<p>The following meetings are scheduled to begin at 10:00 a.m. and will be held at SCAQMD in Conference Room CC-8:</p> <p>September 21 November 16</p>