

BOARD MEETING DATE: April 6, 2018

AGENDA NO. 18

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting on Friday, March 9, 2018. The following is a summary of the meeting.

<b>Agenda Item</b>	<b>Recommendation/Action</b>
Results of Public Survey Regarding Proposed Sales Tax Increase Proposal and Recommendation Regarding Potential Bill	To Full Board For Consideration
AB 2548 (Friedman) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.	Oppose Unless Amended
AB 2008 (Salas) Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants.	Support With Amendments
SB 1144 (Dodd) Nonvehicular air pollution: penalties and fines.	Tabled
AB 2506 (Burke) State vehicle fleet: near-zero-emission vehicles.	Support With Amendments
Proposed Amendments to 2018 SCAQMD State and Federal Legislative Goals and Objectives	Tabled

**RECOMMENDED ACTION:**

Receive and file this report, and approve agenda items as specified in this letter.

Judith Mitchell, Chair  
Legislative Committee

FW:PFC:MJK:jns

**Committee Members**

Present: Mayor Pro Tem Judith Mitchell/Chair, Dr. William A. Burke (videoconference), Supervisor Shawn Nelson (videoconference, *arrived at 9:30 a.m.*), and Dr. Clarke E. Parker, Sr. (videoconference)

Absent: Council Member Joe Buscaino/Vice Chair and Supervisor Janice Rutherford.

## **Call to Order**

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

## **ACTION ITEMS:**

### **1. Results of Public Survey Regarding Proposed Sales Tax Increase Proposal and Recommendation Regarding Potential Bill**

Mr. Wayne Nastri, Executive Officer, introduced Mr. Rick Sklarz, Senior Vice President of Fairbank, Maslin, Maullin, Metz & Associates (FM3) who presented the results of a public survey, conducted by FM3, regarding a proposed sales tax increase proposal and other air quality related data collection topics.

Mr. Sklarz summarized that voters of SCAQMD's four county jurisdiction are not highly familiar with SCAQMD. It was also reported that traffic, housing, and healthcare are top-of-mind concerns, but that many voters also identify issues related to air quality and air pollution from cars, trucks, trains, and other vehicles as major problems in Southern California. Survey results also show that the public feels that public health problems are the worst result of air pollution.

Mr. Sklarz explained that the survey results showed that 80 percent of respondents favor providing grants and other financial incentives to reduce air pollution from mobile sources of pollution. He also stated that nearly two-thirds of the public consistently favor the idea of the state legislature granting SCAQMD the authority to place a local measure on the ballot to raise air quality funding, and a majority supports a quarter-cent sales tax increase to fund programs to reduce air pollution.

In response to the survey results, Mayor Pro Tem Mitchell commented that SCAQMD needs to increase public outreach efforts, as the survey showed that not many voters are familiar with the SCAQMD.

Supervisor Nelson raised a concern about the definition of favorable with regard to the survey results. A discussion ensued regarding whether the item would be a majority vote or a two-thirds vote of the people as a ballot proposal, and whether the polling results replicate the future voting behavior of the public for a potential related future ballot measure.

Dr. Burke commented that he supports the idea that the public should be allowed to make their own decision on the issue as to whether or not they would be willing to pay for a quarter-cent sales tax for clean air. Dr. Parker agreed with Dr. Burke's sentiments.

Dr. Burke also noted that not long after he first came to SCAQMD, only 17 percent of the public knew about SCAQMD, and now, according to the polling results, there has been some small improvement in those numbers; however, he emphasized the importance of moving forward aggressively on public outreach to significantly improve those numbers.

**Chair Mitchell recommended that this item be moved to the full Board for discussion and consideration.**

Moved by Mitchell; seconded by Parker; unanimously approved

Ayes: Burke, Mitchell, Nelson, Parker

Noes: None

Abstain: None

Absent: Buscaino, Rutherford

**2. Recommend Positions on State and Federal Bills**

**AB 2548 (Friedman) Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.**

Mr. Philip Crabbe, Community Relations Manager, presented AB 2548 to the committee. AB 2548 would authorize L.A. Metro, in coordination with the SCAQMD, to jointly adopt a commute benefit ordinance that requires covered employers within Los Angeles County, with 50 or more full-time employees to offer a pretax option program, allowing them to exclude commuting costs from taxable wages related to public transit or vanpool charges, up to the amount allowed by federal law. Mr. Crabbe commented that SCAQMD already administers an employee commute trip reduction program, per SCAQMD Rule 2202, covering employers in the South Coast with 250 or more employees at a work site, and that under this rule, employers have multiple options for compliance, including the one proposed by this bill. Mr. Crabbe stated that this legislation could therefore result in the elimination of multiple compliance options currently available for Los Angeles County employers.

This bill significantly expands the number of employers covered. If SCAQMD were to be involved in administering this program, it would likely create a substantial increase in SCAQMD staffing and resource needs.

Staff recommends amendments that would include striking references to SCAQMD from the bill to ensure that the District is not involved in the creation or administration of the proposed new program, and harmonizing any new program with Rule 2202 to ensure that employers with 250 or more employees at a work site within the South Coast remain covered only by that rule.

**Staff recommended a position of OPPOSE UNLESS AMENDED on this item.**

Moved by Parker; seconded by Burke; unanimously approved

Ayes: Burke, Mitchell, Nelson, Parker

Noes: None

Abstain: None

Absent: Buscaino, Rutherford

**AB 2008 (Salas) Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants.**

Ms. Monika Kim, Legislative Assistant, presented AB 2008 to the committee. The bill would allow all Carl Moyer grant funds to be exempt from taxable income for the purchase of new zero and/or low-emission engines. The current draft of the bill does not appear to exempt all of the project types available under the program from being taxed. Staff has proposed an amendment to the bill so that it exempts all Carl Moyer grant funds from taxable income.

**Staff recommended a position of SUPPORT WITH AMENDMENTS on this item.**

Moved by Nelson; seconded by Mitchell; unanimously approved

Ayes: Burke, Mitchell, Nelson, Parker

Noes: None

Abstain: None

Absent: Buscaino, Rutherford

**SB 1144 (Dodd) Nonvehicular air pollution: penalties and fines.**

This item was pulled from the agenda by the Chair at the request of staff.

**AB 2506 (Burke) State vehicle fleet: near-zero-emission vehicles.**

Mr. Crabbe presented AB 2506 to the committee. This bill would require, beginning January 1, 2020, that at least 30 percent of newly purchased vehicles with a gross vehicle weight rating of 19,000 pounds or more, purchased by the Department of General Services (DGS) and other state entities for the state fleet, be near-zero emission.

This bill would work in concert with existing law to increase the portion of the state fleet operating on cleaner, alternative fuels. Overall, the bill would help the South Coast region reduce diesel particulate matter and NOx emissions, improve public health, and facilitate attainment of federal air quality standards.

Mr. Crabbe stated that, to help ensure these benefits and allow for flexibility, staff suggests adding to the bill a definition for: “Near-Zero Emission Vehicle,” which would be a vehicle that meets, or emits less than, CARB’s optional low-NOx emission standard of 0.02 grams per brake horsepower-hour.

In response to an inquiry from Supervisor Nelson regarding what would happen if there are no vehicles available to meet this bill’s proposed requirements, Ms. Barbara Baird, Chief Deputy Counsel, responded that the law specifies that a technological assessment would be made and that if no viable vehicle options were available, then the requirements of this bill would be waived.

Supervisor Nelson asked what size of vehicles would be under this bill. Dr. Matt Miyasato, Deputy Executive Officer/Science & Technology Advancement, stated that the vehicles addressed by this bill would be Class 6 size and above.

Mr. Harvey Eder commented that there should be zero emission vehicles factored into the percentages of the bill, and that type of vehicle should be required at an 80 percent level.

**Staff recommended a position of SUPPORT WITH AMENDMENTS on this item.**

Moved by Mitchell; seconded by Parker; unanimously approved

Ayes: Burke, Mitchell, Nelson, Parker

Noes: None

Abstain: None

Absent: Buscaino, Rutherford

### **3. Proposed Amendments to 2018 SCAQMD State and Federal Legislative Goals and Objectives**

Ms. Lisa Tanaka O’Malley, Community Relations Manager, presented proposed amendments to the 2018 SCAQMD state and federal legislative goals and objectives. Ms. O’Malley reported that Dr. Joseph Lyou had proposed two changes to the federal and state goals and objectives.

Supervisor Nelson raised a concern that Dr. Lyou’s amendment would mean opposing any changes to the federal attainment goals, rather than staying with the goal of meeting federal attainment rules. A discussion regarding Dr. Lyou’s intent for the amendment ensued. Dr. Parker also inquired as to whether there was a need to change the District’s legislative goals and objectives.

This item was tabled until the next meeting by the Chair for clarification by Dr. Lyou.

## **DISCUSSION ITEMS:**

### **4. Update on Federal Legislative Issues**

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

### **5. Update on State Legislative Issues**

SCAQMD's state legislative consultants (The Quintana Cruz Company, California Advisors, LLC, and Joe A. Gonsalves & Son) provided written reports on various key issues in Sacramento.

## **WRITTEN REPORT:**

### **6. Report from the SCAQMD Home Rule Advisory Group (HRAG)**

Please refer to Attachment 7.

## **OTHER MATTERS:**

### **7. Other Business**

There was no other business.

### **8. Public Comment Period**

Mr. Harvey Eder made a public comment and stated that SCAQMD should support SB 100 (De Leon) which calls for 100 percent solar renewables by 2045, and that a date of 2025 or 2030 should instead be used for the state.

### **9. Next Meeting Date**

The next regular Legislative Committee meeting is scheduled for Friday, April 13, 2018 at 9:00 a.m.

## **Adjournment**

The meeting adjourned at 10:03 a.m.

## **Attachments**

1. Attendance Record
2. Results of Public Survey Regarding Proposed Sales Tax Increase Proposal and Recommendation Regarding Potential Bill
3. Recommend Position on State and Federal Bills
4. Proposed Amendments to 2018 SCAQMD State and Federal Legislative Goals and Objectives
5. Update on Federal Legislative Issues – Written Reports
6. Update on State Legislative Issues – Written Reports
7. Report from the SCAQMD Home Rule Advisory Group

**ATTACHMENT 1**

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
LEGISLATIVE COMMITTEE MEETING  
ATTENDANCE RECORD – March 9, 2018**

Mayor Pro Tem Judith Mitchell .....	SCAQMD Board Member
Dr. William A. Burke (videoconference).....	SCAQMD Board Member
Supervisor Shawn Nelson (videoconference).....	SCAQMD Board Member
Dr. Clark E. Parker, Sr. (videoconference).....	SCAQMD Board Member
Mark Abramowitz.....	Board Consultant (Lyou)
David Czamanske .....	Board Consultant (Cacciotti)
Ron Ketcham .....	Board Consultant (McCallon)
Andrew Silva .....	Board Consultant (Rutherford)
Mark Taylor .....	Board Consultant (Rutherford)
Gary Hoitsma (teleconference).....	The Carmen Group
Amelia Jenkins (teleconference).....	Cassidy & Associates
Chris Kierig (teleconference).....	Kadesh & Associates
Paul Gonsalves (teleconference).....	Joe A. Gonsalves & Son
Will Gonzalez (teleconference) .....	California Advisors, LLC
Melanie Cuevas (teleconference).....	The Quintana Cruz Company
Harvey Eder .....	Public Solar Power Coalition - PSPC
Tom Gross.....	Southern California Edison
Priscilla Hamilton.....	SoCalGas
Bill LaMarr .....	California Small Business Alliance
Rita Loof .....	RadTech
David Rothbart.....	Los Angeles County Sanitation Districts
Rick Sklarz.....	FM3
Susan Stark.....	Andeavor
Leeor Alpern.....	SCAQMD Staff
Daniela Arellano .....	SCAQMD Staff
Debra Ashby .....	SCAQMD Staff
Barbara Baird.....	SCAQMD Staff
Philip Crabbe .....	SCAQMD Staff
Philip Fine.....	SCAQMD Staff
Bayron Gilchrist .....	SCAQMD Staff
Carol Gomez .....	SCAQMD Staff
Kathryn Higgins.....	SCAQMD Staff
Jeffrey Inabinet .....	SCAQMD Staff
Monika Kim.....	SCAQMD Staff
Megan Lorenz .....	SCAQMD Staff
Fred Minassian.....	SCAQMD Staff
Matt Miyasato.....	SCAQMD Staff
Ron Moskowitz.....	SCAQMD Staff
Wayne Nastri .....	SCAQMD Staff
Robert Paud.....	SCAQMD Staff
Zorik Pirveysian.....	SCAQMD Staff
Stacey Pruitt .....	SCAQMD Staff
Sarah Rees .....	SCAQMD Staff
Mary Reichert .....	SCAQMD Staff
Jeanette Short.....	SCAQMD Staff
Lisa Tanaka O'Malley .....	SCAQMD Staff
Laki Tisopulos .....	SCAQMD Staff
Fabian Wesson .....	SCAQMD Staff
Kim White.....	SCAQMD Staff
Jill Whynot.....	SCAQMD Staff
Paul Wright .....	SCAQMD Staff

# ATTACHMENT 2

## COMPLETE SURVEY

February 14-25, 2018

Fairbank,  
Maslin,  
Maullin,  
Metz &  
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
ISSUES SURVEY  
220-4853-WT  
N=1490  
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 ----- 59%
- Yes, cell but cannot talk safely ----- **TERMINATE**
- No, not on cell, but own one ----- 34%
- No, not on cell and do not own one ----- 7%
- (DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

	<u>2001</u>	<u>2018</u>
Excellent -----	38%	29%
Good -----	46%	46%
Only fair-----	13%	16%
Poor-----	2%	9%
<b>(DON'T KNOW/NA)-----</b>	<b>0%</b>	<b>0%</b>

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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
[ ]a. South Coast Air Quality Management District -----	13%	25%	9%	7%	9%	37%	37%	17%
<b>(ASK SPLIT SAMPLE A ONLY)</b>								
[ ]b. Your County Board of Supervisors -----	5%	29%	16%	8%	11%	31%	34%	24%



	<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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
<b>(SPLIT SAMPLE A ONLY, CONTINUED)</b>								
[ ]c. The California Air Resources Board	8%	22%	9%	6%	10%	46%	30%	15%
[ ]d. The Sierra Club	24%	19%	8%	4%	10%	35%	43%	12%
<b>(ASK SPLIT SAMPLE B ONLY)</b>								
[ ]e. AQMD	10%	16%	6%	6%	9%	52%	26%	12%
[ ]f. U.S. Environmental Protection Agency	20%	32%	13%	13%	7%	15%	52%	26%
[ ]g. Metrolink	27%	36%	11%	4%	10%	12%	64%	14%

**(RESUME ASKING ALL RESPONDENTS)**

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(T)</b> The amount of taxes people have to pay for government services	43%	27%	19%	8%	3%	69%
2001	41%	28%	19%	9%	3%	69%
[ ]b. <b>(T)</b> Traffic congestion on the area's freeways	77%	18%	3%	1%	0%	95%
2001	67%	19%	9%	3%	1%	86%
[ ]c. Climate change	59%	18%	9%	12%	2%	77%
[ ]d. Air quality in my community	31%	34%	22%	13%	1%	65%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]e. <b>(T)</b> Unemployment among people who usually have jobs	35%	36%	18%	7%	4%	71%
2001	37%	38%	16%	5%	4%	75%
[ ]f. <b>(T)</b> Air pollution, what we usually call smog	45%	37%	12%	6%	1%	82%
2001	38%	38%	20%	4%	0%	76%
[ ]g. <b>(T)</b> Contamination of the soil with toxic materials due to use by industry	51%	26%	10%	5%	8%	77%
2001	36%	30%	18%	9%	8%	66%
[ ]h. The cost of housing	75%	19%	5%	1%	1%	94%
[ ]i. Air pollution from cars, trucks, trains and other vehicles	50%	35%	10%	5%	0%	85%

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/ DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]j. (T) Air pollution from diesel engines-----	40%	34%	13%	8%	5%	74%
2001 -----	34%	34%	18%	9%	5%	68%
[ ]k. (T) Crime, including gangs and drugs-----	50%	30%	15%	4%	1%	80%
2001 -----	56%	31%	8%	4%	1%	87%
[ ]l. (T) Pollution of drinking water -----	42%	26%	17%	11%	4%	68%
2001 -----	33%	29%	23%	12%	3%	62%
[ ]m. The cost of health care -----	69%	22%	4%	2%	3%	91%
[ ]n. Greenhouse gases that cause climate change -----	50%	23%	9%	13%	5%	74%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.**

4. (T) First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: "Is that a lot or just somewhat?")**

	<u>2001</u>	<u>2018</u>
<b>TOTAL CLEANER-----</b>	<b>34%</b>	<b>39%</b>
A lot cleaner-----	11%	17%
Just somewhat cleaner -----	23%	22%
Stayed about the same -----	36%	34%
<b>TOTAL DIRTIER -----</b>	<b>27%</b>	<b>22%</b>
Just somewhat dirtier -----	15%	12%
A lot dirtier -----	12%	10%
<b>(DON'T KNOW/NA)-----</b>	<b>3%</b>	<b>5%</b>

5. (PT) Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

	<u>2001</u>	<u>2018</u>
<b>TOTAL CLEANER</b> -----	<b>22%</b>	<b>33%</b>
A lot cleaner-----	6%	11%
Just somewhat cleaner -----	16%	22%
Stayed about the same -----	33%	24%
<b>TOTAL DIRTIER</b> -----	<b>37%</b>	<b>36%</b>
Just somewhat dirtier -----	21%	15%
A lot dirtier-----	16%	21%
<b>(DON'T KNOW/NA)</b> -----	<b>7%</b>	<b>7%</b>

6. (T) Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

	<u>2001</u>	<u>2018</u>
<b>TOTAL CLEANER</b> -----	<b>21%</b>	<b>25%</b>
A lot cleaner-----	7%	8%
Just somewhat cleaner -----	14%	17%
Stayed about the same -----	56%	47%
<b>TOTAL DIRTIER</b> -----	<b>18%</b>	<b>22%</b>
Just somewhat dirtier -----	12%	14%
A lot dirtier-----	6%	8%
<b>(DON'T KNOW/NA)</b> -----	<b>5%</b>	<b>6%</b>

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

	<u>2001</u>	<u>2018</u>
<b>TOTAL CLEANER</b> -----	<b>22%</b>	<b>29%</b>
A lot cleaner-----	6%	9%
Just somewhat cleaner -----	16%	20%
Stayed about the same -----	40%	31%
<b>TOTAL DIRTIER</b> -----	<b>34%</b>	<b>33%</b>
Just somewhat dirtier -----	22%	16%
A lot dirtier-----	12%	17%
<b>(DON'T KNOW/NA)</b> -----	<b>5%</b>	<b>7%</b>

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>				
[ ]a. (T) The San Francisco Bay area -----	15%	18%	35%	31%
2001 -----	19%	14%	34%	33%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]b. (T) The New York City-New Jersey area ----	38%	21%	13%	28%
2001 -----	34%	13%	18%	35%

**(RESUME ASKING ALL RESPONDENTS)**

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. **(READ LIST AND RECORD ONE ITEM. THEN ASK: "And what is the second worst thing about smog?" (RANDOMIZE))**

	<u>WORST</u>	<u>SECOND WORST</u>
[ ]a. (T) Sharply reducing visibility with a dirty brown haze -----	4%	13%
2001 -----	10%	21%
[ ]b. (T) Damaging plant life throughout the region -----	5%	27%
-----	11%	47%
[ ]c. (PT) Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	74%	18%
2001 -----	74%	14%
[ ]d. Contributing to climate change -----	15%	38%
<b>DK/NA</b> -----	2%	4%

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ)</u> <u>DK/NA</u>
[ ]a. (T) Emissions from the area's diesel trucks and buses -----	76%	21%	3%
2001 -----	85%	14%	1%
[ ]b. (T) Tailpipe emissions from the area's cars -----	71%	26%	3%
2001 -----	84%	15%	1%

		<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>				
[ ]c.	<b>(T)</b> Emissions from the area's electric power plants-----	44 %	42 %	14 %
	2001 -----	34 %	55 %	10 %
[ ]d.	<b>(PT)</b> Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	40 %	53 %	8 %
	2001 -----	35 %	59 %	7 %
[ ]e.	Air pollution from household paints, cleaners and other consumer products -----	17 %	76 %	7 %
<b>(ASK SPLIT SAMPLE B ONLY)</b>				
[ ]f.	<b>(T)</b> Emissions from the area's oil and chemical refineries-----	73 %	19 %	8 %
	2001 -----	78 %	19 %	3 %
[ ]g.	<b>(T)</b> Blowing dust from road work, construction, agriculture and other operations that break the soil -----	29 %	65 %	6 %
	2001 -----	33 %	62 %	5 %
[ ]h.	<b>(T)</b> Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	26 %	71 %	3 %
	2001 -----	27 %	70 %	3 %

**(ASK SPLIT SAMPLE A ONLY)**

11. Do you know the name of the government agency responsible for protecting air quality in your area?  
**(OPEN-END; RECORD VERBATIM RESPONSE)**

*N=744*

South Coast Air Quality Management (SCAQM) -----	21%
Air Quality Management(AQMD) -----	12%
Environmental Protection Agency (EPA)-----	10%
Air Now -----	2%
The California Air Resources Board (Carb)-----	2%
Southern California Air Resource Board(scab) -----	1%
California Environmental Protection Agency -----	1%
Air Pollution Agency -----	0%
Orange County Environmental Protection Division-----	0%
Riverside County -----	0%
Long Beach Air Quality Management -----	0%
City Of Inglewood -----	0%
San Bernardino County -----	0%
City Of Glendale -----	0%
Los Angeles County -----	0%
Antelope Valley Aqmd-----	0%
Mojave Desert Air Quality Management District -----	0%
California Clean Air-----	0%
 Refused/No answer -----	 2%
Don't know/Unsure-----	27%
Nothing -----	16%
Other -----	3%

**(ASK SPLIT SAMPLE B ONLY)**

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot-----	7%
Some -----	23%
A little -----	26%
Nothing at all -----	40%
<b>(DON'T KNOW/NA)</b> -----	<b>3%</b>

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.**

**THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.**

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

**TOTAL FAVOR----- 80%**  
 Strongly favor ----- 57%  
 Somewhat favor----- 23%

**TOTAL OPPOSE ----- 13%**  
 Somewhat oppose-----4%  
 Strongly oppose-----9%

**(DON’T KNOW/NA) -----7%**

**LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.**

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

**TOTAL FAVOR----- 65%**  
 Strongly favor ----- 43%  
 Somewhat favor----- 22%

**TOTAL OPOSE ----- 26%**  
 Somewhat oppose-----8%  
 Strongly oppose----- 18%

**(DON’T KNOW/NA) -----9%**

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

**TOTAL FAVOR----- 54%**  
 Strongly favor ----- 36%  
 Somewhat favor----- 18%

**TOTAL OPOSE ----- 39%**  
 Somewhat oppose-----8%  
 Strongly oppose----- 31%

**(DON’T KNOW/NA) -----6%**



16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	52%	29%	7%	7%	5%	81%	13%
[ ]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	51%	28%	8%	6%	7%	79%	14%
[ ]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	55%	26%	6%	9%	5%	80%	14%
[ ]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	52%	29%	6%	8%	4%	81%	15%
[ ]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	66%	23%	4%	5%	2%	89%	9%
[ ]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	54%	25%	8%	8%	4%	80%	16%
[ ]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	59%	24%	7%	8%	3%	83%	14%
[ ]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	56%	29%	6%	4%	5%	85%	10%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	51%	31%	4%	7%	6%	82%	12%
[ ]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	56%	26%	7%	7%	4%	82%	14%
[ ]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	53%	30%	4%	6%	7%	83%	10%
[ ]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	52%	31%	6%	6%	5%	83%	12%
[ ]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	63%	24%	4%	5%	4%	87%	9%
[ ]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	51%	29%	7%	8%	5%	80%	15%
[ ]o. Electrifying and expanding rail lines	51%	27%	7%	8%	7%	78%	15%
[ ]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	45%	29%	8%	10%	7%	75%	18%

**(RESUME ASKING ALL RESPONDENTS)**

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only 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/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	57%	27%	6%	6%	4%	84%	12%
[ ]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	55%	28%	6%	6%	5%	83%	12%
[ ]c. 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 use of clean, zero and near-zero emission vehicles-----	48%	26%	9%	8%	9%	74%	18%
[ ]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	44%	26%	14%	9%	7%	70%	23%
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	45%	34%	10%	3%	8%	78%	13%
[ ]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	39%	25%	11%	10%	15%	63%	22%
[ ]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	38%	32%	12%	5%	13%	70%	17%

**(RESUME ASKING ALL RESPONDENTS)**

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...  
**(RANDOMIZE)**

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	48%	23%	19%	5%	5%	71%
[ ]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	35%	29%	21%	10%	5%	64%
[ ]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	40%	25%	18%	10%	7%	65%
[ ]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	39%	29%	12%	9%	11%	67%
[ ]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	43%	30%	16%	6%	6%	72%
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	43%	26%	18%	6%	6%	69%
[ ]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	43%	27%	14%	8%	7%	70%
[ ]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	31%	29%	19%	11%	10%	60%

<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
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**(SPLIT SAMPLE B ONLY, CONTINUED)**

[ ]i.	If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	21% ---- 27% -----31%----- 14% -----7%	48%
[ ]j.	Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	56% ---- 28% -----11%-----4% -----2%	83%

**(RESUME ASKING ALL RESPONDENTS)**

**NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.**

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
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[ ]a.	(COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	36% ---- 33% -----14%----- 11% -----6%	69%
-------	---	--	-----

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ ]b. <b>(LOCAL NEED)</b> The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue. ....	25%	35%	22%	12%	6%	61%
[ ]c. <b>(HEALTH)</b> Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money. ....	38%	32%	12%	13%	6%	70%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]d. <b>(TRUCKS-INCENTIVES)</b> Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change. ....	41%	35%	11%	8%	4%	77%
[ ]e. <b>(GHG)</b> Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. ....	36%	37%	13%	10%	4%	73%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	29%	41%	12%	12%	5%	70%
[ ]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. 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. -----	33%	39%	10%	11%	7%	72%

**(RESUME ASKING ALL RESPONDENTS)**

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

**TOTAL FAVOR-----67%**  
 Strongly favor ----- 45%  
 Somewhat favor ----- 22%

**TOTAL OPPOSE -----24%**  
 Somewhat oppose -----6%  
 Strongly oppose ----- 19%

**(DON'T KNOW/NA) -----8%**

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

**TOTAL SUPPORT ----- 56%**  
 Strongly support ----- 39%  
 Somewhat support ----- 17%

**TOTAL OPPOSE ----- 36%**  
 Somewhat oppose ----- 8%  
 Strongly oppose ----- 28%

**(DON'T KNOW/NA) ----- 7%**

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ ]a. <b>(MORE TAXES)</b> The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. -----	40%	27%	21%	8%	4%	67%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]b. <b>(WASTE AND PENSIONS)</b> 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. -----	33%	28%	20%	13%	5%	62%



	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]c. <b>(UNFAIR)</b> The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	30%	34%	24%	8%	5%	64%

**(RESUME ASKING ALL RESPONDENTS)**

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”)**

**TOTAL FAVOR-----63%**  
 Strongly favor ----- 42%  
 Somewhat favor----- 21%

**TOTAL OPPOSE -----30%**  
 Somewhat oppose-----7%  
 Strongly oppose----- 23%

**(DON'T KNOW/NA) -----7%**

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

**TOTAL SUPPORT -----54%**  
 Strongly support ----- 36%  
 Somewhat support----- 17%

**TOTAL OPPOSE -----40%**  
 Somewhat oppose-----9%  
 Strongly oppose----- 31%

**(DON'T KNOW/NA) -----6%**

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

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----4%
- A hybrid gas/electric vehicle ----- 14%
- A compact or sub-compact car ----- 44%
- A station wagon -----4%
- A sport utility vehicle, or SUV ----- 35%
- A pickup truck----- 17%
- A minivan ----- 10%
  
- Other (Specify) \_\_\_\_\_ 12%
- No car -----5%
- (DO NOT READ)** Refused-----0%

26. 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 ----- 24%
- Yes, no children under 19 at home ----- 27%
- No, no children ----- 46%
- (DON'T READ)** DK/NA/REFUSED -----2%

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

- Hispanic/Latino ----- 31%
- African-American or Black -----6%
- Anglo/White ----- 50%
- Asian/Pacific Islander-----6%
- Something else -----3%
- (DON'T READ)** Refused/NA -----4%

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

- Grades 1-8 -----0%
- Grades 9-11 -----1%
- High school graduate-----9%
- Some college/business/vocational school ----- 28%
- College graduate ----- 32%
- Post-graduate work/professional school ----- 27%
- (DON'T READ)** Don't know -----2%

**THANK YOU FOR PARTICIPATING IN OUR SURVEY**

**Gender: By observation**

Male----- 48%  
 Female----- 52%

**Party: From file**

Democrat----- 46%  
 Republican----- 25%  
 No Party Preference----- 23%  
 Other party-----6%

**STATEWIDE FLAGS**

J08----- 21%  
 G08----- 53%  
 P10----- 30%  
 G10----- 48%  
 P12----- 30%  
 G12----- 59%  
 P14----- 29%  
 G14----- 43%  
 P16----- 56%  
 G16----- 84%  
 BLANK-----8%

**PERMANENT ABSENTEE**

Yes----- 62%  
 No----- 38%

**VOTE BY MAIL**

1----- 19%  
 2----- 11%  
 3+----- 24%  
 BLANK----- 46%

**AGE**

18-29----- 19%  
 30-39----- 18%  
 40-49----- 16%  
 50-54----- 9%  
 55-59----- 8%  
 60-64----- 9%  
 65-74----- 12%  
 75+----- 10%  
 BLANK-----0%

**OWN/RENT**

Own----- 49%  
 Rent----- 51%

**FOREIGN BORN**

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

**HOUSEHOLD PARTY**

1 DEM----- 27%  
 2+ DEMS----- 12%  
 1 REP----- 10%  
 2+ REPS----- 10%  
 1 INDEPENDENT----- 16%  
 MIXED----- 26%

**COUNTY**

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

**LANGUAGE OF INTERVIEW**

English----- 97%  
 Spanish-----3%

**A/B SPLIT**

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

# LOS ANGELES COUNTY

February 14-25, 2018

Fairbank,  
Maslin,  
Maullin,  
Metz &  
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
ISSUES SURVEY  
220-4853-WT  
LOS ANGELES COUNTY  
N=924  
MARGIN OF SAMPLING ERROR ±3.2% (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 ----- 57%  
 Yes, cell but cannot talk safely ----- **TERMINATE**  
 No, not on cell, but own one ----- 36%  
 No, not on cell and do not own one ----- 7%  
**(DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

Excellent ----- 28%  
 Good ----- 47%  
 Only fair----- 16%  
 Poor-----9%  
**(DON'T KNOW/NA)-----0%**

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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
[ ]a. South Coast Air Quality Management District -----	11%	25%	10%	6%	9%	39%	36%	16%
<b>(ASK SPLIT SAMPLE A ONLY)</b>								
[ ]b. Your County Board of Supervisors -----	6%	28%	17%	9%	11%	29%	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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
<b>(SPLIT SAMPLE A ONLY, CONTINUED)</b>								
[ ]c. The California Air Resources Board	8%	21%	9%	3%	10%	48%	29%	12%
[ ]d. The Sierra Club	25%	18%	8%	2%	12%	35%	43%	10%
<b>(ASK SPLIT SAMPLE B ONLY)</b>								
[ ]e. AQMD	9%	14%	5%	4%	9%	58%	24%	10%
[ ]f. U.S. Environmental Protection Agency	21%	30%	12%	11%	7%	18%	51%	24%
[ ]g. Metrolink	30%	34%	12%	4%	8%	11%	64%	16%

**(RESUME ASKING ALL RESPONDENTS)**

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(T)</b> The amount of taxes people have to pay for government services	40%	27%	20%	9%	4%	68%
[ ]b. <b>(T)</b> Traffic congestion on the area's freeways	79%	16%	3%	1%	0%	95%
[ ]c. Climate change	63%	18%	7%	9%	2%	81%
[ ]d. Air quality in my community	34%	35%	19%	11%	1%	69%

**(ASK SPLIT SAMPLE A ONLY)**

[ ]e. <b>(T)</b> Unemployment among people who usually have jobs	37%	37%	15%	6%	5%	74%
[ ]f. <b>(T)</b> Air pollution, what we usually call smog	49%	36%	10%	4%	1%	85%
[ ]g. <b>(T)</b> Contamination of the soil with toxic materials due to use by industry	55%	26%	8%	4%	8%	81%
[ ]h. The cost of housing	78%	17%	4%	0%	0%	95%
[ ]i. Air pollution from cars, trucks, trains and other vehicles	54%	34%	8%	3%	0%	88%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]j. <b>(T)</b> Air pollution from diesel engines	44%	34%	13%	6%	4%	78%
[ ]k. <b>(T)</b> Crime, including gangs and drugs	48%	30%	17%	4%	1%	78%
[ ]l. <b>(T)</b> Pollution of drinking water	44%	24%	18%	10%	4%	68%
[ ]m. The cost of health care	72%	21%	3%	2%	3%	92%
[ ]n. Greenhouse gases that cause climate change	56%	24%	8%	9%	4%	79%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.**

4. **(T)** First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 38%**  
 A lot cleaner----- 17%  
 Just somewhat cleaner ----- 21%  
  
 Stayed about the same ----- 35%  
  
**TOTAL DIRTIER ----- 22%**  
 Just somewhat dirtier ----- 11%  
 A lot dirtier ----- 11%  
**(DON'T KNOW/NA)-----5%**

5. **(PT)** Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 33%**  
 A lot cleaner----- 11%  
 Just somewhat cleaner ----- 22%  
  
 Stayed about the same ----- 24%  
  
**TOTAL DIRTIER ----- 35%**  
 Just somewhat dirtier ----- 14%  
 A lot dirtier ----- 21%  
**(DON'T KNOW/NA)-----7%**

6. Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 25%**  
 A lot cleaner-----8%  
 Just somewhat cleaner ----- 17%  
  
 Stayed about the same ----- 47%  
  
**TOTAL DIRTIER ----- 21%**  
 Just somewhat dirtier ----- 13%  
 A lot dirtier -----9%  
**(DON'T KNOW/NA)-----6%**

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

**TOTAL CLEANER----- 30%**  
 A lot cleaner-----9%  
 Just somewhat cleaner ----- 21%  
  
 Stayed about the same ----- 31%  
  
**TOTAL DIRTIER ----- 32%**  
 Just somewhat dirtier ----- 15%  
 A lot dirtier----- 17%  
 (DON'T KNOW/NA)-----7%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>				
[ ]a. (T) The San Francisco Bay area-----	13 %	-----18%	-----38%	----- 31%

<b>(ASK SPLIT SAMPLE B ONLY)</b>				
[ ]b. (T) The New York City-New Jersey area	39 %	-----20%	-----14%	----- 27%

**(RESUME ASKING ALL RESPONDENTS)**

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. (READ LIST AND RECORD ONE ITEM. THEN ASK: “And what is the second worst thing about smog?” (RANDOMIZE)

	<u>WORST</u>	<u>SECOND WORST</u>
[ ]a. (T) Sharply reducing visibility with a dirty brown haze -----	3 %	----- 12%
[ ]b. (T) Damaging plant life throughout the region -----	5 %	----- 26%
[ ]c. Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	74 %	----- 18%
[ ]d. Contributing to climate change -----	15 %	----- 41%
<b>DK/NA -----</b>	<b>2 %</b>	<b>-----3%</b>

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
[ ]a. <b>(T)</b> Emissions from the area's diesel trucks and buses -----	76%	21%	2%
[ ]b. <b>(T)</b> Tailpipe emissions from the area's cars -----	73%	24%	3%

**(ASK SPLIT SAMPLE A ONLY)**

[ ]c. <b>(T)</b> Emissions from the area's electric power plants -----	50%	37%	13%
[ ]d. <b>(PT)</b> Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	41%	52%	6%
[ ]e. Air pollution from household paints, cleaners and other consumer products -----	17%	76%	6%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]f. <b>(T)</b> Emissions from the area's oil and chemical refineries -----	79%	14%	7%
[ ]g. <b>(T)</b> Blowing dust from road work, construction, agriculture and other operations that break the soil -----	29%	65%	6%
[ ]h. <b>(T)</b> Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	26%	71%	3%



**(ASK SPLIT SAMPLE A ONLY)**

11. Do you know the name of the government agency responsible for protecting air quality in your area?  
**(OPEN-END; RECORD VERBATIM RESPONSE)**

*N=461*

South Coast Air Quality Management (SCAQM) -----	18%
Environmental Protection Agency (EPA)-----	12%
Air Quality Management(AQMD) -----	9%
Air Now -----	3%
Air Pollution Agency -----	1%
Orange County Environmental Protection Division-----	0%
The California Air Resources Board (Carb)-----	2%
Riverside County -----	0%
Southern California Air Resource Board(scab) -----	1%
Long Beach Air Quality Management -----	1%
City Of Inglewood -----	0%
San Bernardino County -----	0%
City Of Glendale -----	0%
Los Angeles County -----	0%
Antelope Valley Aqmd -----	0%
Mojave Desert Air Quality Management District -----	0%
California Environmental Protection Agency -----	1%
California Clean Air-----	0%
Refused/No Answer -----	2%
Don't know/Unsure-----	27%
Nothing -----	18%
Other -----	4%

**(ASK SPLIT SAMPLE B ONLY)**

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot-----6%  
 Some ----- 24%  
 A little ----- 25%  
 Nothing at all ----- 43%  
 (DON'T KNOW/NA) -----3%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.**

**THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.**

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

**TOTAL FAVOR----- 82%**  
 Strongly favor ----- 59%  
 Somewhat favor----- 23%  
  
**TOTAL OPPOSE ----- 11%**  
 Somewhat oppose-----4%  
 Strongly oppose-----7%  
  
**(DON'T KNOW/NA) -----8%**

**LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.**

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

**TOTAL FAVOR-----68%**  
 Strongly favor ----- 45%  
 Somewhat favor----- 23%

**TOTAL OPOSE -----23%**  
 Somewhat opose-----7%  
 Strongly opose----- 16%

**(DON’T KNOW/NA) -----9%**

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

**TOTAL FAVOR-----57%**  
 Strongly favor ----- 38%  
 Somewhat favor----- 18%

**TOTAL OPOSE -----37%**  
 Somewhat opose-----9%  
 Strongly opose----- 28%

**(DON’T KNOW/NA) -----6%**

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	53%	29%	7%	6%	6%	82%	13%
[ ]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	52%	28%	8%	4%	7%	80%	13%
[ ]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	57%	25%	6%	7%	5%	82%	13%
[ ]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	54%	29%	7%	6%	4%	82%	13%
[ ]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	68%	22%	5%	3%	1%	90%	8%
[ ]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	54%	25%	9%	8%	4%	79%	17%
[ ]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	64%	19%	7%	6%	3%	84%	13%
[ ]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	59%	24%	7%	4%	5%	83%	11%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	55%	28%	4%	6%	7%	83%	10%
[ ]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	58%	27%	5%	6%	5%	85%	11%
[ ]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	54%	30%	3%	5%	7%	84%	8%
[ ]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	56%	28%	6%	3%	7%	85%	9%
[ ]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	66%	23%	3%	4%	4%	88%	7%
[ ]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	54%	27%	6%	8%	5%	81%	14%
[ ]o. Electrifying and expanding rail lines	54%	25%	8%	6%	7%	79%	14%
[ ]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	45%	30%	7%	9%	9%	75%	17%

**(RESUME ASKING ALL RESPONDENTS)**

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only 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/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	60%	25%	6%	4%	4%	85%	10%
[ ]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	58%	27%	6%	3%	5%	85%	9%
[ ]c. 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 use of clean, zero and near-zero emission vehicles-----	51%	25%	9%	7%	8%	76%	16%
[ ]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	47%	25%	13%	8%	8%	71%	21%
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	47%	31%	11%	2%	8%	79%	13%
[ ]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	41%	24%	12%	8%	15%	65%	19%
[ ]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	40%	31%	12%	4%	13%	71%	16%

**(RESUME ASKING ALL RESPONDENTS)**

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...  
**(RANDOMIZE)**

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	50%	23%	20%	3%	4%	73%
[ ]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	36%	28%	22%	9%	5%	64%
[ ]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	42%	26%	18%	8%	6%	68%
[ ]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	40%	29%	12%	7%	10%	70%
[ ]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	45%	30%	16%	4%	5%	75%
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	45%	29%	16%	5%	5%	74%
[ ]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	49%	26%	11%	6%	8%	75%
[ ]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	33%	32%	17%	8%	10%	65%

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
<b>(SPLIT SAMPLE B ONLY, CONTINUED)</b>						
[ i]. If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	20%	29%	32%	14%	6%	48%
[ j]. Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	59%	27%	9%	3%	1%	87%

**(RESUME ASKING ALL RESPONDENTS)**

**NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.**

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ ja. <b>(COST)</b> A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	38%	33%	13%	10%	6%	71%



	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ ]b. <b>(LOCAL NEED)</b> The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue. ....	26%	35%	23%	11%	6%	61%
[ ]c. <b>(HEALTH)</b> Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money. ....	40%	32%	10%	12%	6%	72%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]d. <b>(TRUCKS-INCENTIVES)</b> Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change. ....	42%	38%	10%	6%	4%	80%
[ ]e. <b>(GHG)</b> Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. ....	36%	39%	12%	8%	4%	75%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	29%	43%	11%	12%	6%	72%
[ ]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. 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. -----	33%	39%	9%	11%	9%	72%

**(RESUME ASKING ALL RESPONDENTS)**

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

**TOTAL FAVOR----- 70%**  
 Strongly favor ----- 47%  
 Somewhat favor ----- 22%

**TOTAL OPPOSE ----- 22%**  
 Somewhat oppose ----- 6%  
 Strongly oppose ----- 17%

**(DON'T KNOW/NA) ----- 8%**

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

**TOTAL SUPPORT ----- 59%**  
 Strongly support ----- 42%  
 Somewhat support ----- 17%

**TOTAL OPPOSE ----- 33%**  
 Somewhat oppose ----- 7%  
 Strongly oppose ----- 26%

**(DON'T KNOW/NA) ----- 7%**

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(MORE TAXES)</b> The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. -----	37%	28%	22%	9%	4%	65%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]b. <b>(WASTE AND PENSIONS)</b> 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. -----	30%	28%	23%	15%	5%	58%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]c. <b>(UNFAIR)</b> The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	29%	35%	23%	7%	6%	64%

**(RESUME ASKING ALL RESPONDENTS)**

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPPOSE, ASK: “Is that strongly (FAVOR/OPPPOSE) or just somewhat?”)**

**TOTAL FAVOR----- 66%**  
 Strongly favor ----- 45%  
 Somewhat favor----- 21%

**TOTAL OPPOSE ----- 27%**  
 Somewhat oppose-----6%  
 Strongly oppose----- 21%

**(DON'T KNOW/NA) -----7%**

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPPOSE, ASK: “Is that strongly (SUPPORT/OPPPOSE) or just somewhat?”)**

**TOTAL SUPPORT ----- 56%**  
 Strongly support ----- 39%  
 Somewhat support----- 17%

**TOTAL OPPOSE ----- 38%**  
 Somewhat oppose-----9%  
 Strongly oppose----- 29%

**(DON'T KNOW/NA) ---6% Next Record»**

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

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----4%
- A hybrid gas/electric vehicle ----- 15%
- A compact or sub-compact car ----- 44%
- A station wagon -----4%
- A sport utility vehicle, or SUV ----- 33%
- A pickup truck----- 13%
- A minivan ----- 10%
  
- Other (Specify) \_\_\_\_\_ 13%
- No car -----7%
- (DO NOT READ)** Refused-----1%

26. 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 ----- 49%
- (DON'T READ)** DK/NA/REFUSED -----3%

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

- Hispanic/Latino ----- 33%
- African-American or Black -----8%
- Anglo/White ----- 47%
- Asian/Pacific Islander-----6%
- Something else -----3%
- (DON'T READ)** Refused/NA -----3%

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

- Grades 1-8 -----0%
- Grades 9-11 -----1%
- High school graduate----- 10%
- Some college/business/vocational school ----- 28%
- College graduate ----- 31%
- Post-graduate work/professional school ----- 28%
- (DON'T READ)** Don't know -----2%

**THANK YOU FOR PARTICIPATING IN OUR SURVEY**

**Gender: By observation**

Male----- 47%  
 Female----- 53%

**Party: From file**

Democrat----- 52%  
 Republican----- 18%  
 No Party Preference----- 23%  
 Other party-----7%

**STATEWIDE FLAGS**

J08----- 21%  
 G08----- 53%  
 P10----- 28%  
 G10----- 47%  
 P12----- 29%  
 G12----- 61%  
 P14----- 29%  
 G14----- 42%  
 P16----- 56%  
 G16----- 84%  
 BLANK-----8%

**FOREIGN BORN**

Yes----- 25%  
 No----- 75%

**HOUSEHOLD PARTY**

1 DEM----- 31%  
 2+ DEMS----- 13%  
 1 REP-----9%  
 2+ REPS-----5%  
 1 INDEPENDENT----- 18%  
 MIXED----- 23%

**PERMANENT ABSENTEE**

Yes----- 57%  
 No----- 43%

**COUNTY**

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

**VOTE BY MAIL**

1----- 18%  
 2----- 11%  
 3+----- 20%  
 BLANK----- 52%

**LANGUAGE OF INTERVIEW**

English----- 97%  
 Spanish-----3%

**AGE**

18-29----- 19%  
 30-39----- 19%  
 40-49----- 16%  
 50-54-----9%  
 55-59-----7%  
 60-64-----9%  
 65-74----- 12%  
 75+-----9%  
 BLANK-----0%

**A/B SPLIT**

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

**OWN/RENT**

Own----- 45%  
 Rent----- 55%

# ORANGE COUNTY

February 14-25, 2018

Fairbank,  
Maslin,  
Maullin,  
Metz &  
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
ISSUES SURVEY  
220-4853-WT  
ORANGE COUNTY  
N=268  
MARGIN OF SAMPLING ERROR ±6.0% (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 ----- 57%  
 Yes, cell but cannot talk safely ----- **TERMINATE**  
 No, not on cell, but own one ----- 39%  
 No, not on cell and do not own one ----- 4%  
**(DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

Excellent ----- 35%  
 Good ----- 44%  
 Only fair----- 12%  
 Poor-----9%  
**(DON'T KNOW/NA)-----0%**

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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
[ ]a. South Coast Air Quality Management District -----	17%	28%	8%	8%	8%	31%	45%	16%
<b>(ASK SPLIT SAMPLE A ONLY)</b>								
[ ]b. Your County Board of Supervisors -----	1%	37%	15%	8%	10%	28%	38%	23%

	<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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
<b>(SPLIT SAMPLE A ONLY, CONTINUED)</b>								
[ ]c. The California Air Resources Board	7%	26%	8%	8%	9%	41%	33%	16%
[ ]d. The Sierra Club	25%	25%	11%	8%	5%	26%	50%	19%
<b>(ASK SPLIT SAMPLE B ONLY)</b>								
[ ]e. AQMD	12%	23%	5%	9%	8%	43%	34%	14%
[ ]f. U.S. Environmental Protection Agency	17%	39%	9%	16%	6%	12%	56%	26%
[ ]g. Metrolink	21%	42%	8%	3%	12%	13%	63%	11%

**(RESUME ASKING ALL RESPONDENTS)**

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(T)</b> The amount of taxes people have to pay for government services	43%	27%	19%	8%	3%	70%
[ ]b. <b>(T)</b> Traffic congestion on the area's freeways	73%	24%	2%	1%	0%	97%
[ ]c. Climate change	51%	19%	10%	20%	1%	69%
[ ]d. Air quality in my community	24%	34%	24%	18%	1%	58%

**(ASK SPLIT SAMPLE A ONLY)**

[ ]e. <b>(T)</b> Unemployment among people who usually have jobs	29%	36%	24%	10%	2%	64%
[ ]f. <b>(T)</b> Air pollution, what we usually call smog	33%	43%	14%	10%	0%	76%
[ ]g. <b>(T)</b> Contamination of the soil with toxic materials due to use by industry	47%	24%	14%	8%	7%	71%
[ ]h. The cost of housing	81%	13%	4%	2%	0%	94%
[ ]i. Air pollution from cars, trucks, trains and other vehicles	40%	38%	15%	7%	0%	78%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]j. <b>(T)</b> Air pollution from diesel engines	27%	38%	14%	15%	7%	65%
[ ]k. <b>(T)</b> Crime, including gangs and drugs	49%	33%	12%	5%	1%	82%
[ ]l. <b>(T)</b> Pollution of drinking water	38%	35%	12%	12%	4%	72%
[ ]m. The cost of health care	63%	26%	4%	3%	3%	89%
[ ]n. Greenhouse gases that cause climate change	35%	28%	11%	20%	6%	63%



**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.**

4. **(T)** First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 46%**  
 A lot cleaner----- 20%  
 Just somewhat cleaner ----- 26%

Stayed about the same ----- 30%

**TOTAL DIRTIER ----- 20%**  
 Just somewhat dirtier ----- 12%  
 A lot dirtier -----8%  
**(DON'T KNOW/NA)-----3%**

5. **(PT)** Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 34%**  
 A lot cleaner----- 14%  
 Just somewhat cleaner ----- 21%

Stayed about the same ----- 23%

**TOTAL DIRTIER ----- 38%**  
 Just somewhat dirtier ----- 17%  
 A lot dirtier ----- 21%  
**(DON'T KNOW/NA)-----5%**

6. Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 27%**  
 A lot cleaner-----9%  
 Just somewhat cleaner ----- 18%

Stayed about the same ----- 44%

**TOTAL DIRTIER ----- 23%**  
 Just somewhat dirtier ----- 16%  
 A lot dirtier -----8%  
**(DON'T KNOW/NA)-----5%**

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

**TOTAL CLEANER----- 30%**  
 A lot cleaner-----9%  
 Just somewhat cleaner ----- 21%  
  
 Stayed about the same ----- 32%  
  
**TOTAL DIRTIER ----- 32%**  
 Just somewhat dirtier ----- 16%  
 A lot dirtier----- 16%  
 (DON'T KNOW/NA)-----5%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>				
[ ]a. (T) The San Francisco Bay area-----	21 %	-----20%	-----25%	-----35%

<b>(ASK SPLIT SAMPLE B ONLY)</b>				
[ ]b. (T) The New York City-New Jersey area	41 %	-----22%	-----10%	-----26%

**(RESUME ASKING ALL RESPONDENTS)**

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. (READ LIST AND RECORD ONE ITEM. THEN ASK: “And what is the second worst thing about smog?” (RANDOMIZE)

	<u>WORST</u>	<u>SECOND WORST</u>
[ ]a. (T) Sharply reducing visibility with a dirty brown haze -----	4%	----- 14%
[ ]b. (T) Damaging plant life throughout the region -----	3%	----- 31%
[ ]c. Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	79%	----- 16%
[ ]d. Contributing to climate change -----	12%	----- 34%
<b>DK/NA -----</b>	<b>2%</b>	<b>-----5%</b>

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
[ ]a. <b>(T)</b> Emissions from the area's diesel trucks and buses -----	76%	21%	4%
[ ]b. <b>(T)</b> Tailpipe emissions from the area's cars -----	70%	27%	3%

**(ASK SPLIT SAMPLE A ONLY)**

[ ]c. <b>(T)</b> Emissions from the area's electric power plants -----	34%	51%	15%
[ ]d. <b>(PT)</b> Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	42%	49%	9%
[ ]e. Air pollution from household paints, cleaners and other consumer products -----	17%	76%	7%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]f. <b>(T)</b> Emissions from the area's oil and chemical refineries -----	66%	27%	7%
[ ]g. <b>(T)</b> Blowing dust from road work, construction, agriculture and other operations that break the soil -----	33%	60%	7%
[ ]h. <b>(T)</b> Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	28%	68%	4%

**(ASK SPLIT SAMPLE A ONLY)**

11. Do you know the name of the government agency responsible for protecting air quality in your area?  
**(OPEN-END; RECORD VERBATIM RESPONSE)**

*N=134*

South Coast Air Quality Management (SCAQM) -----	35%
Environmental Protection Agency (EPA)-----	10%
Air Quality Management(AQMD) -----	18%
Air Now -----	0%
Air Pollution Agency -----	0%
Orange County Environmental Protection Division-----	2%
The California Air Resources Board (Carb)-----	1%
Riverside County -----	0%
Southern California Air Resource Board(scab) -----	3%
Long Beach Air Quality Management -----	0%
City Of Inglewood -----	0%
San Bernardino County -----	0%
City Of Glendale -----	0%
Los Angeles County -----	0%
Antelope Valley Aqmd -----	0%
Mojave Desert Air Quality Management District -----	0%
California Environmental Protection Agency -----	0%
California Clean Air-----	0%
Refused/No Answer -----	0%
Don't know/Unsure-----	18%
Nothing -----	9%
Other -----	4%

**(ASK SPLIT SAMPLE B ONLY)**

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot-----8%  
 Some ----- 26%  
 A little ----- 26%  
 Nothing at all ----- 37%  
 (DON'T KNOW/NA) -----3%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.**

**THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.**

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

**TOTAL FAVOR----- 78%**  
 Strongly favor ----- 54%  
 Somewhat favor----- 24%

**TOTAL OPPOSE ----- 16%**  
 Somewhat oppose-----3%  
 Strongly oppose----- 13%

**(DON'T KNOW/NA) -----7%**

**LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.**

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

**TOTAL FAVOR----- 56%**  
 Strongly favor ----- 37%  
 Somewhat favor----- 19%

**TOTAL OPOSE ----- 33%**  
 Somewhat opose-----8%  
 Strongly opose----- 25%

**(DON’T KNOW/NA) ----- 10%**

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

**TOTAL FAVOR----- 49%**  
 Strongly favor ----- 33%  
 Somewhat favor----- 16%

**TOTAL OPOSE ----- 44%**  
 Somewhat opose----- 10%  
 Strongly opose----- 34%

**(DON’T KNOW/NA) -----7%**

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	49%	31%	6%	10%	4%	80%	16%
[ ]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	46%	30%	9%	11%	4%	76%	20%
[ ]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	48%	25%	7%	14%	7%	73%	20%
[ ]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	48%	30%	6%	14%	3%	77%	19%
[ ]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	60%	26%	2%	9%	3%	86%	11%
[ ]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	46%	29%	7%	12%	5%	75%	20%
[ ]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	43%	37%	8%	11%	2%	80%	18%
[ ]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	48%	40%	3%	7%	3%	87%	10%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	44%	38%	2%	12%	5%	82%	13%
[ ]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	57%	21%	10%	9%	3%	78%	19%
[ ]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	47%	35%	4%	8%	6%	81%	12%
[ ]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	47%	35%	6%	8%	4%	82%	14%
[ ]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	61%	25%	7%	4%	4%	86%	11%
[ ]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	48%	31%	9%	9%	4%	78%	18%
[ ]o. Electrifying and expanding rail lines	47%	31%	5%	8%	10%	78%	13%
[ ]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	47%	25%	13%	9%	6%	72%	22%



**(RESUME ASKING ALL RESPONDENTS)**

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only 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/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	45%	34%	7%	11%	3%	79%	17%
[ ]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	45%	31%	8%	9%	7%	76%	17%
[ ]c. 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 use of clean, zero and near-zero emission vehicles-----	40%	32%	9%	8%	11%	72%	17%
[ ]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	40%	27%	18%	11%	4%	67%	30%
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	38%	41%	7%	5%	9%	79%	12%
[ ]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	35%	23%	12%	15%	14%	58%	28%
[ ]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	29%	38%	13%	6%	14%	67%	19%

**(RESUME ASKING ALL RESPONDENTS)**

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...  
**(RANDOMIZE)**

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	51%	18%	16%	9%	7%	68%
[ ]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	39%	25%	18%	13%	5%	65%
[ ]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	43%	18%	16%	14%	9%	62%
[ ]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	36%	28%	9%	13%	13%	65%
[ ]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	40%	36%	10%	9%	6%	75%
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	33%	25%	27%	6%	8%	58%
[ ]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	31%	30%	24%	11%	5%	60%
[ ]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	20%	29%	27%	16%	8%	48%

<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
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**(SPLIT SAMPLE B ONLY, CONTINUED)**

[ i].	If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	25%	19%	34%	13%	8%	44%
[ j].	Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	46%	34%	15%	3%	2%	80%

**(RESUME ASKING ALL RESPONDENTS)**

**NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.**

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
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[ ja.	<b>(COST)</b> A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	33%	32%	17%	12%	5%	66%
-------	--	-----	-----	-----	-----	----	-----

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ ]b. <b>(LOCAL NEED)</b> The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue. ....	24%	36%	20%	15%	4%	60%
[ ]c. <b>(HEALTH)</b> Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money. ....	31%	32%	15%	17%	5%	63%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]d. <b>(TRUCKS-INCENTIVES)</b> Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change. ....	37%	33%	13%	11%	5%	70%
[ ]e. <b>(GHG)</b> Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. ....	35%	34%	13%	13%	6%	68%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	27%	42%	14%	12%	5%	69%
[ ]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. 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. -----	37%	40%	10%	10%	3%	77%

**(RESUME ASKING ALL RESPONDENTS)**

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

**TOTAL FAVOR----- 62%**  
 Strongly favor ----- 40%  
 Somewhat favor ----- 22%

**TOTAL OPPOSE ----- 30%**  
 Somewhat oppose ----- 6%  
 Strongly oppose ----- 24%

**(DON'T KNOW/NA) ----- 8%**

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

**TOTAL SUPPORT ----- 51%**  
 Strongly support ----- 34%  
 Somewhat support ----- 17%

**TOTAL OPPOSE ----- 41%**  
 Somewhat oppose ----- 9%  
 Strongly oppose ----- 32%

**(DON'T KNOW/NA) ----- 8%**

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(MORE TAXES)</b> The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes 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%	24%	18%	6%	5%	71%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]b. <b>(WASTE AND PENSIONS)</b> 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. -----	45%	21%	16%	13%	6%	66%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]c. <b>(UNFAIR)</b> The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	31%	33%	27%	7%	2%	64%

**(RESUME ASKING ALL RESPONDENTS)**

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

**TOTAL FAVOR-----57%**  
 Strongly favor ----- 37%  
 Somewhat favor----- 21%

**TOTAL OPPOSE -----35%**  
 Somewhat oppose-----7%  
 Strongly oppose----- 28%

**(DON'T KNOW/NA) -----8%**

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: "Is that strongly (SUPPORT/OPPOSE) or just somewhat?")**

**TOTAL SUPPORT -----49%**  
 Strongly support ----- 33%  
 Somewhat support----- 17%

**TOTAL OPPOSE -----43%**  
 Somewhat oppose-----8%  
 Strongly oppose----- 35%

**(DON'T KNOW/NA) ---7% Next Record>**

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

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----5%
- A hybrid gas/electric vehicle ----- 14%
- A compact or sub-compact car ----- 48%
- A station wagon -----4%
- A sport utility vehicle, or SUV ----- 39%
- A pickup truck----- 19%
- A minivan -----9%
  
- Other (Specify) \_\_\_\_\_ 12%
- No car -----1%
- (DO NOT READ)** Refused-----0%

26. 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 ----- 24%
- Yes, no children under 19 at home ----- 30%
- No, no children ----- 45%
- (DON'T READ)** DK/NA/REFUSED -----1%

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

- Hispanic/Latino ----- 20%
- African-American or Black -----1%
- Anglo/White ----- 62%
- Asian/Pacific Islander----- 11%
- Something else -----2%
- (DON'T READ)** Refused/NA -----4%

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

- Grades 1-8 -----0%
- Grades 9-11 -----0%
- High school graduate-----4%
- Some college/business/vocational school ----- 25%
- College graduate ----- 37%
- Post-graduate work/professional school ----- 32%
- (DON'T READ)** Don't know -----2%

**THANK YOU FOR PARTICIPATING IN OUR SURVEY**



**Gender: By observation**

Male----- 51%  
 Female----- 49%

**Party: From file**

Democrat----- 35%  
 Republican----- 37%  
 No Party Preference----- 23%  
 Other party-----5%

**STATEWIDE FLAGS**

J08----- 27%  
 G08----- 57%  
 P10----- 36%  
 G10----- 53%  
 P12----- 35%  
 G12----- 59%  
 P14----- 35%  
 G14----- 51%  
 P16----- 63%  
 G16----- 87%  
 BLANK-----8%

**PERMANENT ABSENTEE**

Yes----- 72%  
 No----- 28%

**VOTE BY MAIL**

1----- 19%  
 2----- 10%  
 3+----- 37%  
 BLANK----- 35%

**AGE**

18-29----- 17%  
 30-39----- 15%  
 40-49----- 15%  
 50-54----- 10%  
 55-59----- 10%  
 60-64----- 8%  
 65-74----- 13%  
 75+----- 12%  
 BLANK-----0%

**OWN/RENT**

Own----- 56%  
 Rent----- 44%

**FOREIGN BORN**

Yes----- 15%  
 No----- 85%

**HOUSEHOLD PARTY**

1 DEM----- 17%  
 2+ DEMS-----9%  
 1 REP-----8%  
 2+ REPS----- 22%  
 1 INDEPENDENT----- 12%  
 MIXED----- 32%

**COUNTY**

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

**LANGUAGE OF INTERVIEW**

English----- 98%  
 Spanish-----2%

**A/B SPLIT**

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

# RIVERSIDE COUNTY

February 14-25, 2018

Fairbank,  
Maslin,  
Maullin,  
Metz &  
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
ISSUES SURVEY  
220-4853-WT  
RIVERSIDE COUNTY  
N=179  
MARGIN OF SAMPLING ERROR ±7.3% (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 ----- 70%  
 Yes, cell but cannot talk safely ----- **TERMINATE**  
 No, not on cell, but own one ----- 22%  
 No, not on cell and do not own one -----8%  
**(DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

Excellent ----- 27%  
 Good ----- 46%  
 Only fair----- 19%  
 Poor -----8%  
**(DON'T KNOW/NA)-----1%**

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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
[ ]a. South Coast Air Quality Management District -----	16%	23%	7%	8%	12%	33%	39%	16%
<b>(ASK SPLIT SAMPLE A ONLY)</b>								
[ ]b. Your County Board of Supervisors -----	3%	24%	15%	7%	15%	36%	27%	22%

	<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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
<b>(SPLIT SAMPLE A ONLY, CONTINUED)</b>								
[ ]c. The California Air Resources Board	9%	20%	6%	14%	11%	41%	29%	20%
[ ]d. The Sierra Club	18%	19%	3%	8%	9%	42%	37%	11%
<b>(ASK SPLIT SAMPLE B ONLY)</b>								
[ ]e. AQMD	10%	18%	5%	9%	11%	47%	28%	14%
[ ]f. U.S. Environmental Protection Agency	20%	29%	17%	14%	11%	9%	50%	30%
[ ]g. Metrolink	24%	33%	8%	2%	16%	17%	57%	10%

**(RESUME ASKING ALL RESPONDENTS)**

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(T)</b> The amount of taxes people have to pay for government services	47%	25%	18%	7%	2%	73%
[ ]b. <b>(T)</b> Traffic congestion on the area's freeways	76%	17%	4%	2%	1%	94%
[ ]c. Climate change	52%	19%	11%	15%	3%	71%
[ ]d. Air quality in my community	27%	29%	29%	14%	1%	56%

**(ASK SPLIT SAMPLE A ONLY)**

[ ]e. <b>(T)</b> Unemployment among people who usually have jobs	26%	36%	23%	10%	5%	63%
[ ]f. <b>(T)</b> Air pollution, what we usually call smog	41%	36%	17%	6%	0%	78%
[ ]g. <b>(T)</b> Contamination of the soil with toxic materials due to use by industry	46%	28%	13%	5%	8%	74%
[ ]h. The cost of housing	59%	31%	5%	4%	2%	90%
[ ]i. Air pollution from cars, trucks, trains and other vehicles	46%	34%	13%	7%	0%	80%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]j. <b>(T)</b> Air pollution from diesel engines	38%	32%	17%	8%	5%	71%
[ ]k. <b>(T)</b> Crime, including gangs and drugs	57%	29%	11%	2%	1%	86%
[ ]l. <b>(T)</b> Pollution of drinking water	40%	25%	19%	13%	4%	65%
[ ]m. The cost of health care	68%	23%	5%	1%	4%	90%
[ ]n. Greenhouse gases that cause climate change	49%	19%	11%	14%	7%	68%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.**

4. **(T)** First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 34%**  
 A lot cleaner----- 14%  
 Just somewhat cleaner ----- 20%

Stayed about the same ----- 39%

**TOTAL DIRTIER ----- 22%**  
 Just somewhat dirtier ----- 13%  
 A lot dirtier -----9%  
**(DON'T KNOW/NA)-----6%**

5. **(PT)** Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 32%**  
 A lot cleaner----- 10%  
 Just somewhat cleaner ----- 21%

Stayed about the same ----- 24%

**TOTAL DIRTIER ----- 37%**  
 Just somewhat dirtier ----- 15%  
 A lot dirtier ----- 22%  
**(DON'T KNOW/NA)-----7%**

6. Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 23%**  
 A lot cleaner-----6%  
 Just somewhat cleaner ----- 16%

Stayed about the same ----- 49%

**TOTAL DIRTIER ----- 24%**  
 Just somewhat dirtier ----- 17%  
 A lot dirtier -----7%  
**(DON'T KNOW/NA)-----4%**

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

**TOTAL CLEANER----- 25%**  
 A lot cleaner-----8%  
 Just somewhat cleaner ----- 17%  
  
 Stayed about the same ----- 30%  
  
**TOTAL DIRTIER ----- 38%**  
 Just somewhat dirtier ----- 19%  
 A lot dirtier----- 19%  
 (DON'T KNOW/NA)-----7%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>				
[ ]a. (T) The San Francisco Bay area-----	13 %	-----21 %	-----35 %	----- 31 %

<b>(ASK SPLIT SAMPLE B ONLY)</b>				
[ ]b. (T) The New York City-New Jersey area	31 %	-----20 %	-----14 %	----- 35 %

**(RESUME ASKING ALL RESPONDENTS)**

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. (READ LIST AND RECORD ONE ITEM. THEN ASK: “And what is the second worst thing about smog?” (RANDOMIZE)

	<u>WORST</u>	<u>SECOND WORST</u>
[ ]a. (T) Sharply reducing visibility with a dirty brown haze -----	6 %	----- 15 %
[ ]b. (T) Damaging plant life throughout the region -----	8 %	----- 26 %
[ ]c. Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	67 %	----- 22 %
[ ]d. Contributing to climate change -----	16 %	----- 35 %
<b>DK/NA -----</b>	<b>3 %</b>	<b>----- 1 %</b>

10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
[ ]a. <b>(T)</b> Emissions from the area's diesel trucks and buses -----	73%	24%	3%
[ ]b. <b>(T)</b> Tailpipe emissions from the area's cars -----	63%	33%	5%

**(ASK SPLIT SAMPLE A ONLY)**

[ ]c. <b>(T)</b> Emissions from the area's electric power plants -----	36%	48%	16%
[ ]d. <b>(PT)</b> Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	32%	57%	11%
[ ]e. Air pollution from household paints, cleaners and other consumer products -----	19%	72%	10%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]f. <b>(T)</b> Emissions from the area's oil and chemical refineries -----	65%	27%	8%
[ ]g. <b>(T)</b> Blowing dust from road work, construction, agriculture and other operations that break the soil -----	27%	67%	7%
[ ]h. <b>(T)</b> Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	23%	71%	5%

**(ASK SPLIT SAMPLE A ONLY)**

11. Do you know the name of the government agency responsible for protecting air quality in your area?  
**(OPEN-END; RECORD VERBATIM RESPONSE)**

*N=89*

South Coast Air Quality Management (SCAQM) -----	23%
Environmental Protection Agency (EPA)-----	6%
Air Quality Management(AQMD) -----	13%
Air Now -----	1%
Air Pollution Agency -----	0%
Orange County Environmental Protection Division-----	0%
The California Air Resources Board (Carb)-----	4%
Riverside County -----	1%
Southern California Air Resource Board(scab) -----	0%
Long Beach Air Quality Management -----	0%
City Of Inglewood -----	1%
San Bernardino County -----	0%
City Of Glendale -----	0%
Los Angeles County -----	0%
Antelope Valley Aqmd -----	0%
Mojave Desert Air Quality Management District -----	0%
California Environmental Protection Agency -----	1%
California Clean Air-----	0%
Refused/No Answer -----	2%
Don't know/Unsure-----	35%
Nothing -----	11%
Other -----	3%

**(ASK SPLIT SAMPLE B ONLY)**

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot-----9%  
 Some ----- 18%  
 A little ----- 31%  
 Nothing at all ----- 35%  
 (DON'T KNOW/NA) -----7%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.**

**THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.**

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

**TOTAL FAVOR----- 76%**  
 Strongly favor ----- 56%  
 Somewhat favor----- 19%

**TOTAL OPPOSE ----- 19%**  
 Somewhat oppose-----6%  
 Strongly oppose----- 12%

**(DON'T KNOW/NA) -----6%**



**LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.**

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

**TOTAL FAVOR-----63%**  
 Strongly favor ----- 40%  
 Somewhat favor----- 24%

**TOTAL OPOSE -----27%**  
 Somewhat opose-----7%  
 Strongly opose----- 20%

**(DON’T KNOW/NA) -----9%**

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

**TOTAL FAVOR-----51%**  
 Strongly favor ----- 33%  
 Somewhat favor----- 18%

**TOTAL OPOSE -----43%**  
 Somewhat opose-----8%  
 Strongly opose----- 35%

**(DON’T KNOW/NA) -----6%**

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	51%	29%	6%	8%	6%	80%	14%
[ ]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	47%	30%	2%	9%	12%	77%	11%
[ ]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	51%	26%	6%	10%	7%	78%	15%
[ ]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	45%	36%	5%	11%	3%	81%	16%
[ ]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	58%	30%	2%	7%	2%	88%	10%
[ ]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	59%	27%	5%	6%	3%	86%	11%
[ ]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	53%	28%	6%	10%	5%	80%	15%
[ ]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	52%	34%	5%	5%	5%	85%	10%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	50%	34%	7%	6%	4%	83%	13%
[ ]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	56%	25%	9%	6%	4%	81%	15%
[ ]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	56%	27%	7%	5%	5%	83%	12%
[ ]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	48%	33%	6%	9%	3%	82%	16%
[ ]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	62%	22%	7%	6%	3%	84%	12%
[ ]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	46%	36%	7%	9%	2%	81%	16%
[ ]o. Electrifying and expanding rail lines	47%	32%	8%	7%	5%	79%	16%
[ ]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	49%	31%	10%	6%	4%	80%	17%

**(RESUME ASKING ALL RESPONDENTS)**

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only 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/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	61%	23%	5%	8%	3%	83%	13%
[ ]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	53%	28%	5%	10%	4%	81%	15%
[ ]c. 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 use of clean, zero and near-zero emission vehicles-----	41%	30%	9%	11%	9%	71%	20%
[ ]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	35%	35%	14%	10%	6%	70%	23%
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	46%	33%	11%	4%	6%	79%	15%
[ ]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	37%	24%	9%	11%	18%	62%	21%
[ ]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	45%	27%	10%	4%	13%	72%	14%

**(RESUME ASKING ALL RESPONDENTS)**

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...  
**(RANDOMIZE)**

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	40%	29%	20%	6%	5%	69%
[ ]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	30%	29%	22%	14%	5%	59%
[ ]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	30%	31%	22%	12%	6%	61%
[ ]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	37%	27%	14%	10%	12%	64%
[ ]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	37%	24%	24%	9%	6%	61%
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	47%	21%	16%	7%	9%	68%
[ ]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	38%	30%	16%	9%	7%	69%
[ ]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	34%	26%	19%	11%	10%	60%

<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
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**(SPLIT SAMPLE B ONLY, CONTINUED)**

[ ]i.	If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	24%	----	31%	-----	23%	-----	16%	-----	6%	54%
[ ]j.	Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	56%	----	22%	-----	15%	-----	5%	-----	1%	78%

**(RESUME ASKING ALL RESPONDENTS)**

**NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.**

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
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[ ]a.	(COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	34%	----	31%	-----	15%	-----	14%	-----	6%	65%
-------	---	-----	------	-----	-------	-----	-------	-----	-------	----	-----

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ ]b. <b>(LOCAL NEED)</b> The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue. ....	26%	35%	20%	14%	5%	61%
[ ]c. <b>(HEALTH)</b> Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money. ....	39%	31%	11%	14%	5%	70%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]d. <b>(TRUCKS-INCENTIVES)</b> Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change. ....	40%	32%	13%	11%	3%	73%
[ ]e. <b>(GHG)</b> Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. ....	36%	33%	16%	12%	3%	69%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	35%	31%	15%	15%	4%	65%
[ ]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. 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. -----	25%	43%	9%	17%	7%	68%

**(RESUME ASKING ALL RESPONDENTS)**

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

**TOTAL FAVOR-----67%**  
 Strongly favor ----- 44%  
 Somewhat favor ----- 24%

**TOTAL OPPOSE -----23%**  
 Somewhat oppose -----3%  
 Strongly oppose ----- 20%

**(DON'T KNOW/NA) -----9%**



21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

**TOTAL SUPPORT ----- 54%**  
 Strongly support ----- 36%  
 Somewhat support ----- 19%

**TOTAL OPPOSE ----- 39%**  
 Somewhat oppose ----- 8%  
 Strongly oppose ----- 31%

**(DON'T KNOW/NA) ----- 7%**

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(MORE TAXES)</b> The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes 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%	26%	21%	7%	4%	68%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]b. <b>(WASTE AND PENSIONS)</b> 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%	38%	15%	10%	4%	72%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]c. <b>(UNFAIR)</b> The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	33%	29%	24%	11%	3%	62%

**(RESUME ASKING ALL RESPONDENTS)**

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”)**

**TOTAL FAVOR----- 58%**  
 Strongly favor ----- 35%  
 Somewhat favor----- 23%

**TOTAL OPPOSE ----- 34%**  
 Somewhat oppose-----8%  
 Strongly oppose----- 26%

**(DON'T KNOW/NA) -----8%**

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

**TOTAL SUPPORT ----- 51%**  
 Strongly support ----- 34%  
 Somewhat support----- 17%

**TOTAL OPPOSE ----- 43%**  
 Somewhat oppose-----9%  
 Strongly oppose----- 33%

**(DON'T KNOW/NA) ---7% Next Record»**

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

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----3%
- A hybrid gas/electric vehicle ----- 11%
- A compact or sub-compact car ----- 44%
- A station wagon -----2%
- A sport utility vehicle, or SUV ----- 37%
- A pickup truck----- 27%
- A minivan -----9%
  
- Other (Specify) \_\_\_\_\_ 11%
- No car -----5%
- (DO NOT READ)** Refused-----0%

26. 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 ----- 26%
- Yes, no children under 19 at home ----- 30%
- No, no children ----- 43%
- (DON'T READ)** DK/NA/REFUSED -----2%

27. 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 -----5%
- (DON'T READ)** Refused/NA -----5%

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

- Grades 1-8 -----0%
- Grades 9-11 -----3%
- High school graduate----- 13%
- Some college/business/vocational school ----- 34%
- College graduate ----- 30%
- Post-graduate work/professional school ----- 18%
- (DON'T READ)** Don't know -----2%

**THANK YOU FOR PARTICIPATING IN OUR SURVEY**

**Gender: By observation**

Male----- 48%  
 Female----- 52%

**Party: From file**

Democrat----- 38%  
 Republican----- 36%  
 No Party Preference----- 19%  
 Other party-----7%

**STATEWIDE FLAGS**

J08----- 19%  
 G08----- 48%  
 P10----- 27%  
 G10----- 46%  
 P12----- 26%  
 G12----- 53%  
 P14----- 25%  
 G14----- 37%  
 P16----- 47%  
 G16----- 84%  
 BLANK----- 11%

**PERMANENT ABSENTEE**

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

**VOTE BY MAIL**

1----- 23%  
 2----- 14%  
 3+----- 26%  
 BLANK----- 37%

**AGE**

18-29----- 18%  
 30-39----- 15%  
 40-49----- 15%  
 50-54----- 7%  
 55-59----- 12%  
 60-64----- 9%  
 65-74----- 13%  
 75+----- 11%

**OWN/RENT**

Own----- 62%  
 Rent----- 38%

**FOREIGN BORN**

Yes----- 13%  
 No----- 87%

**HOUSEHOLD PARTY**

1 DEM----- 22%  
 2+ DEMS-----7%  
 1 REP----- 13%  
 2+ REPS----- 16%  
 1 INDEPENDENT----- 12%  
 MIXED----- 30%

**COUNTY**

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

**LANGUAGE OF INTERVIEW**

English----- 97%  
 Spanish-----3%

**A/B SPLIT**

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

# SAN BERNARDINO COUNTY

February 14-25, 2018

Fairbank,  
Maslin,  
Maullin,  
Metz &  
Associates

FM3

**SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT  
ISSUES SURVEY  
220-4853-WT  
SAN BERNADINO COUNTY  
N=119  
MARGIN OF SAMPLING ERROR ±9.0% (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 ----- 68%  
 Yes, cell but cannot talk safely ----- **TERMINATE**  
 No, not on cell, but own one ----- 28%  
 No, not on cell and do not own one ----- 4%  
**(DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. **(T)** Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

Excellent ----- 24%  
 Good ----- 45%  
 Only fair----- 20%  
 Poor----- 10%  
**(DON'T KNOW/NA)-----0%**

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 FAV	SMWT FAV	SMWT UNFAV	VERY UNFAV	CAN'T RATE	NEVER HEARD OF	TOTAL FAV	TOTAL UNFAV
[ ]a. South Coast Air Quality Management District -----	11%	21%	11%	12%	8%	37%	32%	23%
<b>(ASK SPLIT SAMPLE A ONLY)</b>								
[ ]b. Your County Board of Supervisors -----	3%	30%	9%	5%	12%	40%	33%	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</u>	<u>TOTAL FAV</u>	<u>TOTAL UNFAV</u>
<b>(SPLIT SAMPLE A ONLY, CONTINUED)</b>								
[ ]c. The California Air Resources Board	8%	19%	9%	12%	11%	41%	27%	21%
[ ]d. The Sierra Club	18%	15%	7%	7%	7%	46%	33%	14%
<b>(ASK SPLIT SAMPLE B ONLY)</b>								
[ ]e. AQMD	10%	13%	12%	13%	10%	43%	23%	25%
[ ]f. U.S. Environmental Protection Agency	16%	32%	16%	22%	5%	10%	48%	37%
[ ]g. Metrolink	26%	43%	10%	4%	10%	7%	69%	14%

**(RESUME ASKING ALL RESPONDENTS)**

3. Now I am going to mention some things we have heard some people say are problems for the residents of Southern California. As I mention each one, please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today. **(RANDOMIZE)**

	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>NOT SER PROB</u>	<u>NO OPIN/DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(T)</b> The amount of taxes people have to pay for government services	51%	27%	13%	8%	1%	78%
[ ]b. <b>(T)</b> Traffic congestion on the area's freeways	76%	20%	3%	1%	0%	95%
[ ]c. Climate change	51%	20%	10%	18%	2%	70%
[ ]d. Air quality in my community	24%	34%	27%	14%	1%	58%

**(ASK SPLIT SAMPLE A ONLY)**

[ ]e. <b>(T)</b> Unemployment among people who usually have jobs	43%	28%	18%	5%	6%	71%
[ ]f. <b>(T)</b> Air pollution, what we usually call smog	46%	32%	12%	9%	1%	78%
[ ]g. <b>(T)</b> Contamination of the soil with toxic materials due to use by industry	42%	22%	15%	5%	17%	64%
[ ]h. The cost of housing	65%	28%	7%	1%	0%	92%
[ ]i. Air pollution from cars, trucks, trains and other vehicles	43%	36%	15%	4%	1%	80%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]j. <b>(T)</b> Air pollution from diesel engines	41%	27%	15%	13%	5%	67%
[ ]k. <b>(T)</b> Crime, including gangs and drugs	57%	28%	11%	4%	1%	85%
[ ]l. <b>(T)</b> Pollution of drinking water	42%	28%	17%	9%	5%	69%
[ ]m. The cost of health care	68%	22%	4%	3%	2%	91%
[ ]n. Greenhouse gases that cause climate change	45%	18%	10%	21%	6%	63%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME TURN YOUR ATTENTION TO THE ISSUE OF AIR QUALITY IN SOUTHERN CALIFORNIA.**

4. **(T)** First, in your personal opinion, has the air we breathe in the southern California region become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 36%**  
 A lot cleaner----- 16%  
 Just somewhat cleaner ----- 20%

Stayed about the same ----- 36%

**TOTAL DIRTIER ----- 24%**  
 Just somewhat dirtier ----- 14%  
 A lot dirtier -----9%  
**(DON'T KNOW/NA)-----4%**

5. **(PT)** Thinking ahead to the year 2030, do you think the air we breathe in the Southern California region will be cleaner, about the same as it is today, or dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 30%**  
 A lot cleaner-----6%  
 Just somewhat cleaner ----- 24%

Stayed about the same ----- 25%

**TOTAL DIRTIER ----- 38%**  
 Just somewhat dirtier ----- 15%  
 A lot dirtier ----- 24%  
**(DON'T KNOW/NA)-----7%**

6. Now let me ask you about the particular community in which you live. Has the air people breathe in your own community become cleaner in recent years, stayed about the same, or become dirtier? **(IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)**

**TOTAL CLEANER----- 22%**  
 A lot cleaner-----8%  
 Just somewhat cleaner ----- 14%

Stayed about the same ----- 54%

**TOTAL DIRTIER ----- 19%**  
 Just somewhat dirtier ----- 13%  
 A lot dirtier -----6%  
**(DON'T KNOW/NA)-----6%**

7. (PT) And, thinking ahead to the year 2030, do you think the air people breathe in your own community will be cleaner, about the same as it is today, or dirtier? (IF CLEANER/DIRTIER, ASK: “Is that a lot or just somewhat?”)

**TOTAL CLEANER----- 24%**  
 A lot cleaner-----5%  
 Just somewhat cleaner ----- 19%

Stayed about the same ----- 34%

**TOTAL DIRTIER ----- 37%**  
 Just somewhat dirtier ----- 17%  
 A lot dirtier----- 19%  
 (DON'T KNOW/NA)-----5%

8. In your personal opinion, is the air quality today in southern California better, about the same or worse than in...?

	<u>BETTER</u>	<u>SAME</u>	<u>WORSE</u>	<u>(DK/NA)</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>				
[ ]a. (T) The San Francisco Bay area-----	24%	16%	34%	26%

<b>(ASK SPLIT SAMPLE B ONLY)</b>				
[ ]b. (T) The New York City-New Jersey area	28%	22%	15%	34%

**(RESUME ASKING ALL RESPONDENTS)**

9. Nobody likes air pollution or smog, but people may have different ideas about what is bad about it. From the items I mention, please tell me which you think is the worst thing about air pollution. (READ LIST AND RECORD ONE ITEM. THEN ASK: “And what is the second worst thing about smog?” (RANDOMIZE)

	<u>WORST</u>	<u>SECOND WORST</u>
[ ]a. (T) Sharply reducing visibility with a dirty brown haze -----	4%	16%
[ ]b. (T) Damaging plant life throughout the region -----	7%	29%
[ ]c. Creating public health problems, including childhood asthma, respiratory problems for the elderly and cancer-----	69%	18%
[ ]d. Contributing to climate change -----	17%	31%
<b>DK/NA -----</b>	<b>3%</b>	<b>6%</b>



10. Now I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. **(RANDOMIZE)**

	<u>MAJOR</u>	<u>MINOR</u>	<u>(DON'T READ) DK/NA</u>
[ ]a. <b>(T)</b> Emissions from the area's diesel trucks and buses -----	75%	22%	3%
[ ]b. <b>(T)</b> Tailpipe emissions from the area's cars -----	64%	33%	2%

**(ASK SPLIT SAMPLE A ONLY)**

[ ]c. <b>(T)</b> Emissions from the area's electric power plants -----	35%	52%	12%
[ ]d. <b>(PT)</b> Emissions from sources such as dry-cleaning plants, auto paint shops, film processors, and furniture finishers -----	31%	60%	9%
[ ]e. Air pollution from household paints, cleaners and other consumer products -----	17%	76%	7%

**(ASK SPLIT SAMPLE B ONLY)**

[ ]f. <b>(T)</b> Emissions from the area's oil and chemical refineries -----	63%	27%	10%
[ ]g. <b>(T)</b> Blowing dust from road work, construction, agriculture and other operations that break the soil -----	19%	77%	4%
[ ]h. <b>(T)</b> Emissions from small, two cycle gasoline engines such as motorcycles, scooters, lawnmowers and leaf blowers -----	21%	74%	5%

**(ASK SPLIT SAMPLE A ONLY)**

11. Do you know the name of the government agency responsible for protecting air quality in your area?  
**(OPEN-END; RECORD VERBATIM RESPONSE)**

*N=59*

South Coast Air Quality Management (SCAQM) -----	13%
Environmental Protection Agency (EPA)-----	4%
Air Quality Management(AQMD) -----	14%
Air Now -----	0%
Air Pollution Agency -----	0%
Orange County Environmental Protection Division-----	0%
The California Air Resources Board (Carb)-----	0%
Riverside County -----	0%
Southern California Air Resource Board(scab) -----	0%
Long Beach Air Quality Management -----	0%
City Of Inglewood -----	0%
San Bernardino County -----	1%
City Of Glendale -----	0%
Los Angeles County -----	1%
Antelope Valley Aqmd -----	0%
Mojave Desert Air Quality Management District -----	1%
California Environmental Protection Agency -----	2%
California Clean Air-----	0%
Refused/No Answer -----	2%
Don't know/Unsure-----	36%
Nothing -----	25%
Other -----	1%

**(ASK SPLIT SAMPLE B ONLY)**

12. How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

A lot----- 10%  
 Some ----- 24%  
 A little ----- 30%  
 Nothing at all ----- 32%  
 (DON'T KNOW/NA) -----3%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW LET ME GIVE YOU SOME BACKGROUND INFORMATION. ONE OF THE GOVERNMENT AGENCIES MOST INVOLVED IN DEALING WITH AIR POLLUTION IN SOUTHERN CALIFORNIA IS THE SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT —THE AQMD. THE AQMD IS RESPONSIBLE FOR REGULATING AND REDUCING EMISSIONS FROM STATIONARY SOURCES LIKE POWER PLANTS, REFINERIES, FACTORIES, AND MANUFACTURING SITES IN THE SOUTH COAST AIR BASIN THAT INCLUDES LOS ANGELES, ORANGE, SAN BERNARDINO AND RIVERSIDE COUNTIES.**

**THE AQMD IS ALSO RESPONSIBLE FOR CREATING AN AIR QUALITY PLAN TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION LIKE CARS, TRUCKS, TRAINS, PLANES, BOATS AND CONSTRUCTION EQUIPMENT. HOWEVER, ONLY THE STATE AND FEDERAL GOVERNMENT CAN REGULATE EMISSIONS FROM VEHICLES AND OTHER MOBILE SOURCES OF AIR POLLUTION. THUS, TO REDUCE EMISSIONS FROM MOBILE SOURCES OF AIR POLLUTION, THE AQMD MUST WORK WITH THE STATE AND FEDERAL GOVERNMENT TO CREATE REGULATIONS AND FUNDING SOURCES TO PROVIDE GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF CLEAN TECHNOLOGIES LIKE ZERO AND NEAR-ZERO EMISSION VEHICLES.**

13. In general, do you favor or oppose the AQMD providing grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: “Is that strongly (FAVOR/OPPOSE) or just somewhat?”) (RANDOMIZE)**

**TOTAL FAVOR----- 73%**  
 Strongly favor ----- 48%  
 Somewhat favor----- 25%  
  
**TOTAL OPPOSE ----- 19%**  
 Somewhat oppose-----6%  
 Strongly oppose----- 13%  
  
**(DON'T KNOW/NA) -----7%**

**LET ME GIVE YOU SOME ADDITIONAL INFORMATION. EVERY 4 YEARS THE AQMD MUST APPROVE A CLEAN AIR PLAN TO SHOW HOW IT WILL MEET HEALTH-BASED FEDERAL CLEAN AIR STANDARDS. THE NEXT PLAN IS DUE IN 2020. THE AQMD HAS ESTIMATED IT WILL NEED AN ADDITIONAL ONE BILLION DOLLARS PER YEAR FOR THE NEXT 15 YEARS TO FUND PROGRAMS THAT WILL INCENTIVIZE THE USE OF CLEANER TECHNOLOGIES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION TO MEET FEDERAL STANDARDS. LAST YEAR THE STATE LEGISLATURE ALLOCATED 300 MILLION DOLLARS TO SUPPORT AQMD MOBILE EMISSION REDUCTION PROGRAMS, BUT THERE IS NO GUARANTEE THAT THIS FUNDING WILL CONTINUE IN FUTURE YEARS.**

14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPOSE, ASK: “Is that strongly (FAVOR/OPOSE) or just somewhat?”)**

**TOTAL FAVOR-----62%**  
 Strongly favor ----- 41%  
 Somewhat favor----- 22%

**TOTAL OPOSE -----27%**  
 Somewhat opose-----8%  
 Strongly opose----- 18%

**(DON’T KNOW/NA) ----- 11%**

15. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPOSE, ASK: “Is that strongly (SUPPORT/OPOSE) or just somewhat?”)**

**TOTAL FAVOR-----52%**  
 Strongly favor ----- 31%  
 Somewhat favor----- 21%

**TOTAL OPOSE -----41%**  
 Somewhat opose-----4%  
 Strongly opose----- 37%

**(DON’T KNOW/NA) -----7%**

16. Next, I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. (IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”) (RANDOMIZE)

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology -----	54%	28%	6%	5%	7%	82%	11%
[ ]b. Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach -----	59%	23%	4%	5%	9%	82%	9%
[ ]c. Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles-----	54%	30%	4%	6%	5%	84%	11%
[ ]d. Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available-----	59%	24%	3%	10%	3%	83%	14%
[ ]e. Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses-----	71%	14%	6%	7%	2%	85%	12%
[ ]f. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion-----	70%	15%	7%	5%	4%	85%	12%
[ ]g. Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel -----	67%	19%	4%	6%	4%	86%	10%
[ ]h. Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy -----	52%	39%	2%	2%	5%	91%	4%

	<u>STR</u> <u>SUPP</u>	<u>SMWT</u> <u>SUPP</u>	<u>SMWT</u> <u>OPP</u>	<u>STR</u> <u>OPP</u>	(DON'T READ) <u>DK/NA</u>	<u>TOTAL</u> <u>SUPP</u>	<u>TOTAL</u> <u>OPP</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]i. Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	46%	30%	6%	14%	5%	76%	19%
[ ]j. Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	41%	33%	8%	14%	5%	74%	22%
[ ]k. Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	54%	22%	6%	11%	7%	76%	16%
[ ]l. Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	39%	36%	8%	14%	3%	75%	22%
[ ]m. Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	47%	34%	5%	12%	2%	81%	17%
[ ]n. Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	45%	29%	10%	11%	5%	74%	21%
[ ]o. Electrifying and expanding rail lines	42%	30%	8%	16%	5%	72%	23%
[ ]p. Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	42%	28%	5%	18%	7%	71%	22%

**(RESUME ASKING ALL RESPONDENTS)**

17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. **(IF AGREE/DISAGREE, ASK: “Is that strongly (AGREE/DISAGREE) or only 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/NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAG</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>							
[ ]a. Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change-----	52%	34%	3%	8%	3%	86%	11%
[ ]b. Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change-----	60%	24%	3%	10%	3%	84%	13%
[ ]c. 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 use of clean, zero and near-zero emission vehicles-----	48%	20%	11%	12%	9%	67%	23%
[ ]d. The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles-----	40%	26%	16%	11%	8%	66%	27%
<b>(ASK SPLIT SAMPLE B ONLY)</b>							
[ ]e. 18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California-----	35%	39%	8%	10%	8%	74%	18%
[ ]f. It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles-----	33%	29%	8%	17%	12%	62%	26%
[ ]g. The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles-----	36%	31%	10%	11%	13%	66%	21%

**(RESUME ASKING ALL RESPONDENTS)**

18. Next, I am going to read you some facts about air quality issues in Southern California. For each one, please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Here is the first one...  
**(RANDOMIZE)**

	<u>EXT SER CONC</u>	<u>VERY SER CONC</u>	<u>SMWT SER CONC</u>	<u>NOT A CONC AT ALL</u>	<u>(DON'T READ) DK/NA</u>	<u>EXT/ VERY</u>
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]a. The air in Southern California's 4-county South Coast region is among the most polluted in the nation, and one in every four days exceeds federal health-based air quality standards-----	41%	22%	25%	7%	5%	63%
[ ]b. Nearly 40 percent of the nation's containerized imported goods come through the ports of Los Angeles and Long Beach, but the AQMD has no authority to regulate the air pollution impacts from ships, trucks, and trains transporting goods through Southern California -----	24%	39%	19%	11%	7%	63%
[ ]c. If Southern California doesn't meet federal air quality regulations by the designated deadlines, the region could lose billions in federal highway dollars -----	36%	26%	22%	11%	6%	61%
[ ]d. The number of smog-related deaths annually in the region exceeds the total number of deaths annually from traffic accidents -----	33%	27%	16%	11%	13%	60%
[ ]e. A study conducted by the California Air Resources Board found that the air pollution in the South Coast Basin leads to four thousand premature deaths per year, and twenty-four hundred hospitalizations -----	40%	24%	20%	9%	8%	63%
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. About 70 percent of the airborne cancer risk in Southern California is directly attributed to toxic emissions from diesel-fueled engines-----	43%	19%	20%	13%	5%	62%
[ ]g. Southern California's 4-county South Coast region has the largest proportion of the U.S. population exposed to unhealthy air-----	35%	28%	18%	11%	8%	63%
[ ]h. Eighty percent of air pollution emissions in the 4-county South Coast region are from mobile sources that the AQMD has no authority to regulate -----	33%	19%	18%	20%	10%	52%



<u>EXT</u> <u>SER</u> <u>CONC</u>	<u>VERY</u> <u>SER</u> <u>CONC</u>	<u>SMWT</u> <u>SER</u> <u>CONC</u>	<u>NOT A</u> <u>CONC</u> <u>AT ALL</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>EXT/</u> <u>VERY</u>
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**(SPLIT SAMPLE B ONLY, CONTINUED)**

[ i].	If Southern California doesn't meet federal air quality regulations by the designated deadlines, it could face stricter permitting requirements that make it much harder to attract new businesses to come into the region-----	22%	----	31%	----	23%	----	19%	----	5%	-----	53%
[ j].	Long-term exposure to polluted air can lead to cardiovascular and respiratory illness; added stress to the heart and lungs; and the development of diseases such as asthma, emphysema, and cancer-----	48%	----	27%	----	14%	----	10%	----	1%	-----	75%

**(RESUME ASKING ALL RESPONDENTS)**

**NEXT, I WOULD LIKE TO RETURN TO THE IDEA OF THE STATE LEGISLATURE GIVING THE AQMD AUTHORITY TO SEEK VOTER APPROVAL OF A BALLOT MEASURE TO RAISE FUNDS AT THE LOCAL LEVEL IN ORDER TO FUND GRANTS AND OTHER FINANCIAL INCENTIVES TO ENCOURAGE THE DEVELOPMENT AND USE OF ZERO AND NEAR-ZERO EMISSION VEHICLES TO REDUCE EMISSIONS FROM CARS, HEAVY-DUTY DIESEL TRUCKS AND OTHER MOBILE SOURCES OF AIR POLLUTION.**

19. Here are some statements from people who support this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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>BELIEVE</u>	<u>(DON'T</u> <u>READ)</u> <u>DK/NA</u>	<u>VERY/</u> <u>SMWT</u>
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[ ja].	(COST) A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of 28 billion dollars per year due to premature deaths and illnesses. Investing one billion dollars per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives. -----	34%	----	34%	----	15%	----	12%	----	5%	-----	68%
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	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
[ ]b. <b>(LOCAL NEED)</b> The AQMD has identified that Southern California's 4-county South Coast region needs one billion dollars per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue. ....	24%	37%	19%	14%	6%	61%
[ ]c. <b>(HEALTH)</b> Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money. ....	34%	32%	14%	15%	5%	66%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]d. <b>(TRUCKS-INCENTIVES)</b> Emissions from heavy-duty, diesel-powered trucks account for 80 percent of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change. ....	43%	29%	13%	9%	6%	72%
[ ]e. <b>(GHG)</b> Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers. ....	43%	30%	9%	13%	5%	73%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]f. (TRUCKS-LANES) Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80 percent of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo. -----	28%	40%	18%	10%	5%	68%
[ ]g. (EFFECTIVE) The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. 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. -----	29%	40%	17%	10%	4%	69%

**(RESUME ASKING ALL RESPONDENTS)**

20. Now that you have heard more information, let me ask you again, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

**TOTAL FAVOR----- 62%**  
 Strongly favor ----- 43%  
 Somewhat favor ----- 19%

**TOTAL OPPOSE ----- 29%**  
 Somewhat oppose ----- 7%  
 Strongly oppose ----- 23%

**(DON'T KNOW/NA) ----- 8%**

21. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: “Is that strongly (SUPPORT/OPPOSE) or just somewhat?”)**

**TOTAL SUPPORT ----- 52%**  
 Strongly support ----- 35%  
 Somewhat support ----- 17%

**TOTAL OPPOSE ----- 42%**  
 Somewhat oppose ----- 8%  
 Strongly oppose ----- 33%

**(DON'T KNOW/NA) ----- 6%**

22. Here are some statements from people who oppose this proposal. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. 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 BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/SMWT</u>
[ ]a. <b>(MORE TAXES)</b> The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. -----	42%	25%	19%	10%	4%	67%
<b>(ASK SPLIT SAMPLE A ONLY)</b>						
[ ]b. <b>(WASTE AND PENSIONS)</b> 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. -----	33%	32%	22%	7%	5%	65%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BELIEVE</u>	<u>(DON'T READ) DK/NA</u>	<u>VERY/ SMWT</u>
<b>(ASK SPLIT SAMPLE B ONLY)</b>						
[ ]c. <b>(UNFAIR)</b> The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created.	30%	34%	23%	8%	5%	64%

**(RESUME ASKING ALL RESPONDENTS)**

23. Sometimes over the course of a survey like this one people changes their minds, and sometimes they do not. Let me ask you one more time, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF FAVOR/OPPOSE, ASK: "Is that strongly (FAVOR/OPPOSE) or just somewhat?")**

**TOTAL FAVOR----- 59%**  
 Strongly favor ----- 38%  
 Somewhat favor----- 21%

**TOTAL OPPOSE ----- 32%**  
 Somewhat oppose-----5%  
 Strongly oppose----- 28%

**(DON'T KNOW/NA) -----9%**

24. Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution? **(IF SUPPORT/OPPOSE, ASK: "Is that strongly (SUPPORT/OPPOSE) or just somewhat?")**

**TOTAL SUPPORT ----- 52%**  
 Strongly support ----- 31%  
 Somewhat support----- 21%

**TOTAL OPPOSE ----- 44%**  
 Somewhat oppose-----8%  
 Strongly oppose----- 36%

**(DON'T KNOW/NA) ---4% Next Record>**

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

25. Which of the following types of vehicles, if any, does someone in your household own? **(RANDOMIZE AND ACCEPT MULTIPLE RESPONSES)**

- A completely electric vehicle -----3%
- A hybrid gas/electric vehicle ----- 16%
- A compact or sub-compact car ----- 35%
- A station wagon -----5%
- A sport utility vehicle, or SUV ----- 37%
- A pickup truck----- 27%
- A minivan ----- 10%
  
- Other (Specify) \_\_\_\_\_ 12%
- No car -----3%
- (DO NOT READ)** Refused-----0%

26. 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 ----- 30%
- Yes, no children under 19 at home ----- 31%
- No, no children ----- 37%
- (DON'T READ)** DK/NA/REFUSED -----2%

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

- Hispanic/Latino ----- 37%
- African-American or Black -----4%
- Anglo/White ----- 49%
- Asian/Pacific Islander-----3%
- Something else -----3%
- (DON'T READ)** Refused/NA -----4%

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

- Grades 1-8 -----1%
- Grades 9-11 -----5%
- High school graduate-----7%
- Some college/business/vocational school ----- 28%
- College graduate ----- 35%
- Post-graduate work/professional school ----- 22%
- (DON'T READ)** Don't know -----1%

**THANK YOU FOR PARTICIPATING IN OUR SURVEY**

**Gender: By observation**

Male----- 48%  
 Female----- 52%

**Party: From file**

Democrat----- 42%  
 Republican----- 30%  
 No Party Preference----- 21%  
 Other party-----7%

**STATEWIDE FLAGS**

J08----- 19%  
 G08----- 54%  
 P10----- 30%  
 G10----- 46%  
 P12----- 27%  
 G12----- 57%  
 P14----- 23%  
 G14----- 44%  
 P16----- 51%  
 G16----- 84%  
 BLANK----- 10%

**FOREIGN BORN**

Yes----- 17%  
 No----- 83%

**HOUSEHOLD PARTY**

1 DEM----- 18%  
 2+ DEMS----- 17%  
 1 REP----- 13%  
 2+ REPS----- 12%  
 1 INDEPENDENT----- 17%  
 MIXED----- 23%

**PERMANENT ABSENTEE**

Yes----- 67%  
 No----- 33%

**COUNTY**

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

**VOTE BY MAIL**

1----- 22%  
 2----- 12%  
 3+----- 26%  
 BLANK----- 40%

**LANGUAGE OF INTERVIEW**

English----- 96%  
 Spanish-----4%

**AGE**

18-29----- 20%  
 30-39----- 17%  
 40-49----- 15%  
 50-54----- 7%  
 55-59----- 8%  
 60-64----- 11%  
 65-74----- 12%  
 75+----- 9%  
 BLANK----- 0%

**A/B SPLIT**

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

**OWN/RENT**

Own----- 51%  
 Rent----- 49%



South Coast  
AQMD



# South Coast Air Quality Management District Issues Survey

*Summary of Key Findings from a survey  
conducted among registered voters  
February 14-25, 2018*



**FM3**  
RESEARCH

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

220-4853


## Summary of Key Findings

- ✓ SCAQMD voters are not highly familiar with the agency – a plurality has either not heard of or cannot rate the agency; and just three in ten say they have heard “a lot” or “some” information about the SCAQMD.
- ✓ Traffic, housing and health care are top-of-mind concerns, but many voters also identify issues related to air quality and pollution as major problems in SoCal.
- ✓ Four in ten think the region’s air quality today is cleaner compared to a few years ago, but only a third think Southern California’s air will be cleaner by 2030.
- ✓ The public identifies emissions from mobile sources (diesel trucks/buses and cars) as major sources of air pollution, and there is strong support for programs that would provide incentives to increase the use of low- and zero-emission vehicles.
- ✓ To that end, two-thirds consistently favor the state legislature granting SCAQMD the authority to place a local measure on the ballot to raise funding, and in a conceptual test, a majority supports a quarter cent sales tax to fund SCAQMD programs.
- ✓ The public health impacts of air pollution and the benefits of moving away from diesel resonate as highly compelling reasons to support SCAQMD’s efforts to reduce emissions from mobile sources of air pollution.





## Methodology

- ✓ Dual mode survey of 1,490 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 February 14-25, 2018
- ✓ The full sample margin of sampling error is +/- 2.5% at the 95% confidence level
- ✓ The margin of error for population subgroups will be higher
- ✓ Some percentages do not sum to 100% due to rounding
- ✓ Select results from a 2001 SCAQMD survey shown for comparison purposes



South Coast  
**AQMD**

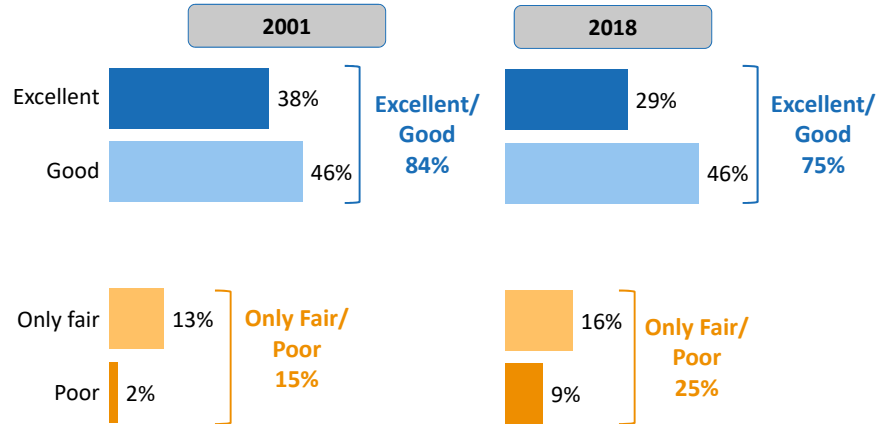


# Mood of SCAQMD Voters & Issue Context

3

## Today, three-quarters hold a positive opinion of Southern California as a place to live.

Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?



**FM3**  
RESEARCH

4

## Latinos and Orange County residents are the most positive about Southern California.

Demographic Groups	Excellent	Good	Only Fair	Poor
<b>Gender</b>				
Men	27%	47%	15%	11%
Women	31%	45%	17%	7%
<b>Ethnicity</b>				
Latinos	<b>35%</b>	42%	14%	8%
African-Americans	25%	43%	23%	9%
Whites	26%	48%	16%	9%
Asians/Pacific Islanders	23%	54%	12%	11%
<b>County</b>				
Los Angeles	28%	47%	16%	9%
Orange	<b>35%</b>	44%	12%	9%
Riverside	27%	46%	19%	8%
San Bernardino	24%	45%	20%	10%

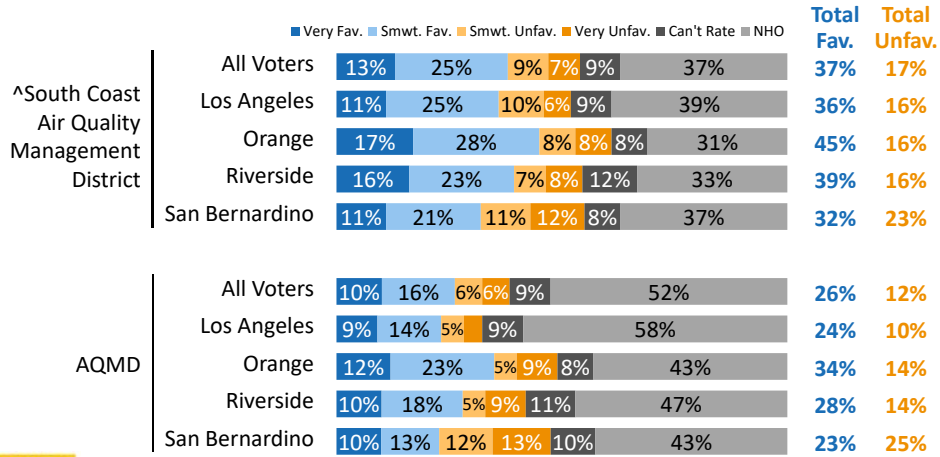
**FM3**  
RESEARCH

Q1. Generally speaking, how would you rate Southern California as a place to live: is it an excellent place to live, a good place, only fair, or a poor place to live?

5

## Among those with an opinion, SCAQMD has a two to one favorability rating, though a plurality doesn't know enough to offer a rating.

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.

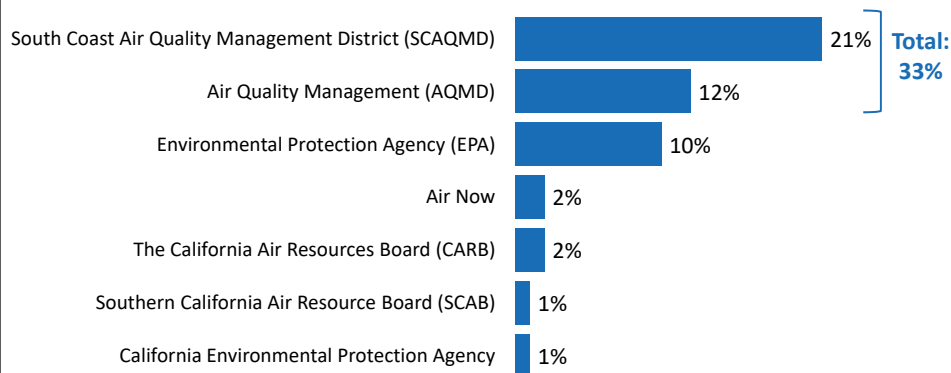


FM3 RESEARCH Q2 a & e. \*Not Part of Split Sample

6

## In fact, only a third identified the SCAQMD as overseeing local air quality issues...

Do you know the name of the government agency responsible for protecting air quality in your area?  
(Open-Ended; Responses Grouped; 1% and Above Shown)

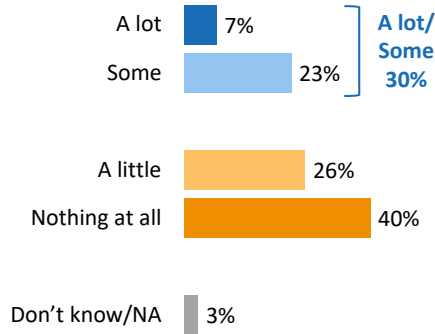


FM3 RESEARCH Q11. Split Sample; N=744

7

## ...and fewer than one in ten voters know "a lot" about the SCAQMD.

How much do you know about the South Coast Air Quality Management District, or AQMD, the government agency that is responsible for protecting air quality in your area? Would you say you know a lot about the AQMD, some, a little or nothing at all?

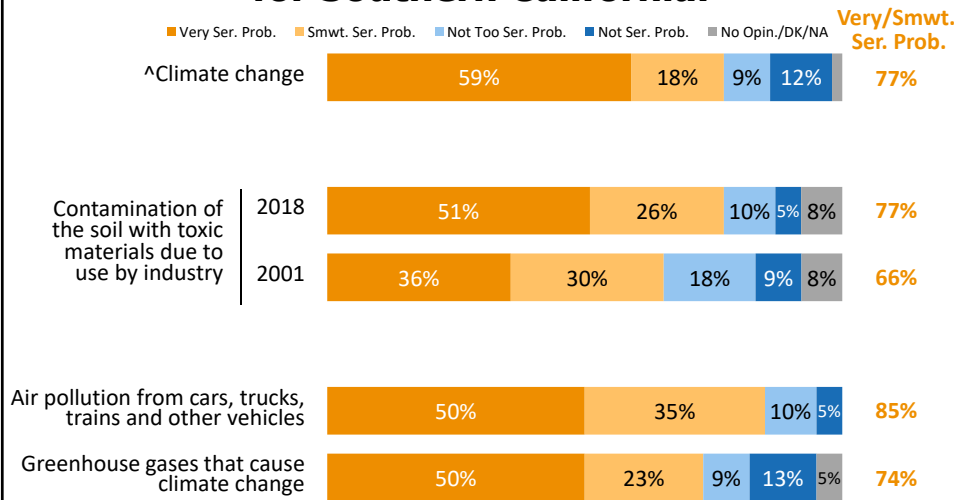


Demographic Group	A Lot/Some	A Little/Nothing at All	DK/NA
<b>Ethnicity</b>			
Latinos	26%	71%	2%
African-Americans	25%	71%	4%
Whites	35%	64%	1%
Asians/Pacific Islander	27%	55%	19%
<b>County</b>			
Los Angeles	30%	68%	3%
Orange	34%	63%	3%
Riverside	27%	66%	7%
San Bernardino	34%	62%	3%

**FM3** RESEARCH  
Q12. Split Sample

8

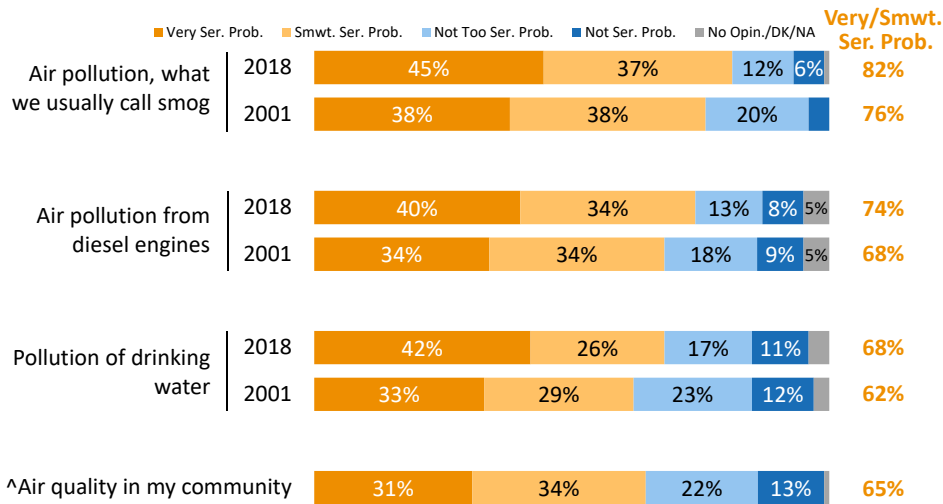
## Climate change and issues related to air quality resonate as serious problems for Southern California.



**FM3** RESEARCH  
Q3 c, d, f, g, i, j, l & n. I am going to mention some things we have heard some people say are problems for the residents of Southern California. Please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today.  
^Not Part of Split Sample

9

## There is more concern about air and water pollution today than there was in 2001.



**FM3 RESEARCH** Q3 c, d, f, g, i, j, l & n. I am going to mention some things we have heard some people say are problems for the residents of Southern California. Please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today.  
^Not Part of Split Sample

10

## Concern about Air quality Issues by Ethnicity

(Very/Somewhat Serious Problem)

Statement	All Voters	Ethnicity			
		Latinos	African-Americans	Whites	Asians/Pacific Islanders
Air pollution from cars, trucks, trains and other vehicles	85%	90%	81%	83%	89%
Air pollution, what we usually call smog	82%	88%	79%	78%	93%
^Climate change	77%	81%	74%	74%	88%
Contamination of the soil with toxic materials due to use by industry	77%	82%	80%	75%	76%
Greenhouse gases that cause climate change	74%	75%	67%	73%	80%
Air pollution from diesel engines	74%	77%	79%	71%	72%
Pollution of drinking water	68%	71%	77%	64%	82%
^Air quality in my community	65%	70%	70%	59%	80%

**FM3 RESEARCH** Q3 c, d, f, g, i, j, l & n. I am going to mention some things we have heard some people say are problems for the residents of Southern California. Please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today.  
^Not Part of Split Sample

11


## Concern about Air quality Issues by County

(Very/Somewhat Serious Problem)



Statement	All Voters	County			
		Los Angeles	Orange	Riverside	San Bernardino
Air pollution from cars, trucks, trains and other vehicles	85%	88%	78%	80%	80%
Air pollution, what we usually call smog	82%	85%	76%	78%	78%
^Climate change	77%	81%	69%	71%	70%
Contamination of the soil with toxic materials due to use by industry	77%	81%	71%	74%	64%
Greenhouse gases that cause climate change	74%	79%	63%	68%	63%
Air pollution from diesel engines	74%	78%	65%	71%	67%
Pollution of drinking water	68%	68%	72%	65%	69%
^Air quality in my community	65%	69%	58%	56%	58%

**FM3** Q3 c, d, f, g, i, j, l & n. I am going to mention some things we have heard some people say are problems for the residents of Southern California. Please tell me whether you think it is a very serious problem, somewhat serious, not too serious, or not at all a serious problem in southern California today.  
RESEARCH ^Not Part of Split Sample

12



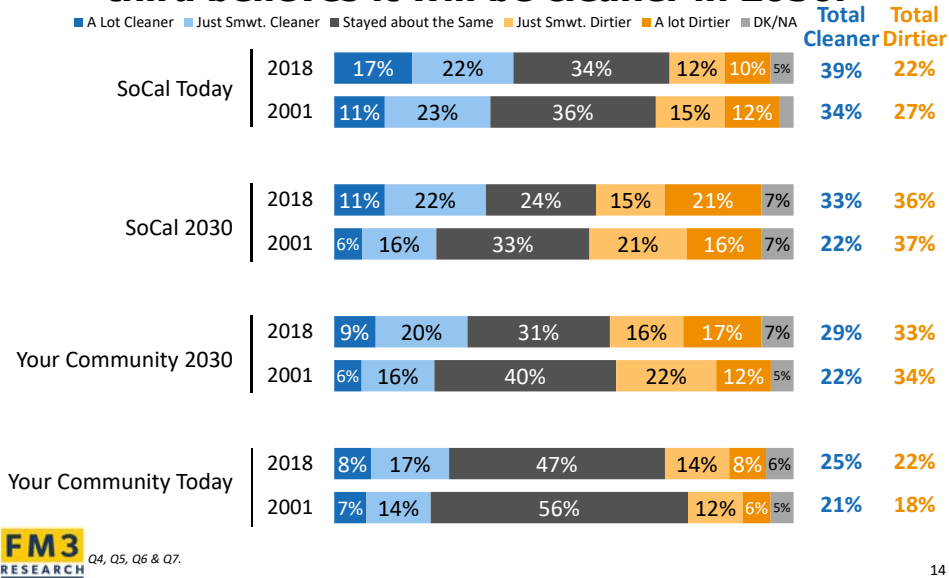
South Coast  
AQMD

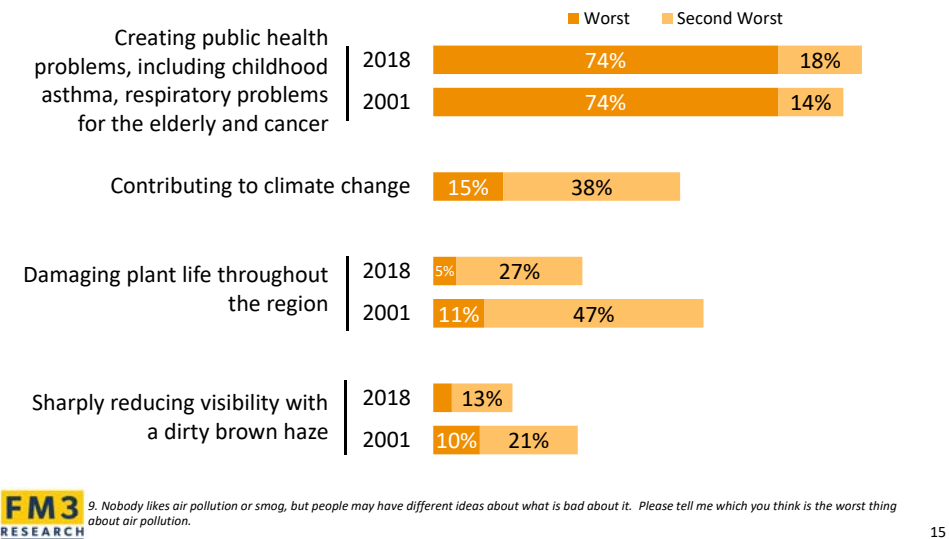
# Perceptions of Air Quality & Causes of Air Pollution

13

## Today, four in ten voters think SoCal air is cleaner than in past years, and a third believes it will be cleaner in 2030.

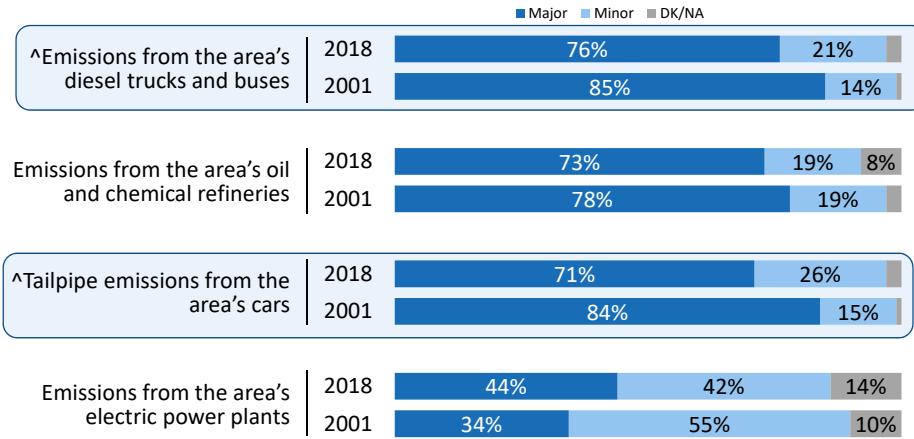


## By far, the impact on public health remains the most problematic consequence of air pollution.



## Although down from 2001, most voters continue to regard mobile sources of emissions as “major” contributors of air pollution.

I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog.



Q10. ^Not Part of Split Sample

16

## Concern about truck/bus emissions is similar across the district, but L.A. voters regard industrial operations as more impactful.

(Percentage Major Contributor to Air Pollution/Smog)

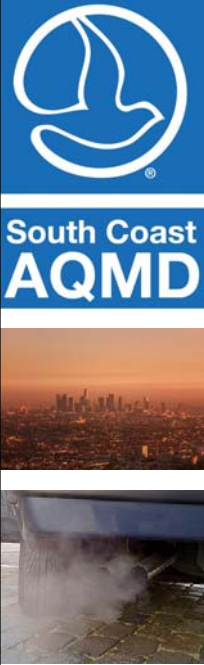
Sources of Air Pollution	County			
	Los Angeles	Orange	Riverside	San Bernardino
^Emissions from the area's diesel trucks and buses	76%	76%	73%	75%
Emissions from the area's oil and chemical refineries	79%	66%	65%	63%
^Tailpipe emissions from the area's cars	73%	70%	63%	64%
Emissions from the area's electric power plants	50%	34%	36%	35%



Q10. I would like to have your opinions about what causes air pollution or smog in southern California. As I mention different sources of air pollution, please tell me whether it is a major or minor contributor to smog. ^Not Part of Split Sample

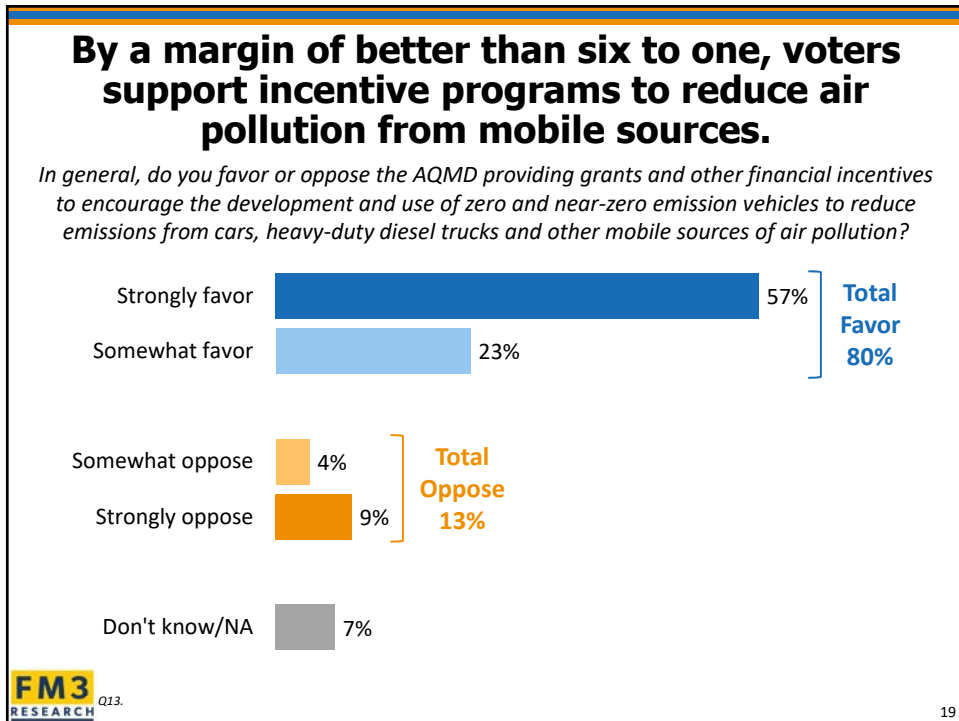
17





# Initial Reaction to SCAQMD Emission Reduction Incentive Program

18

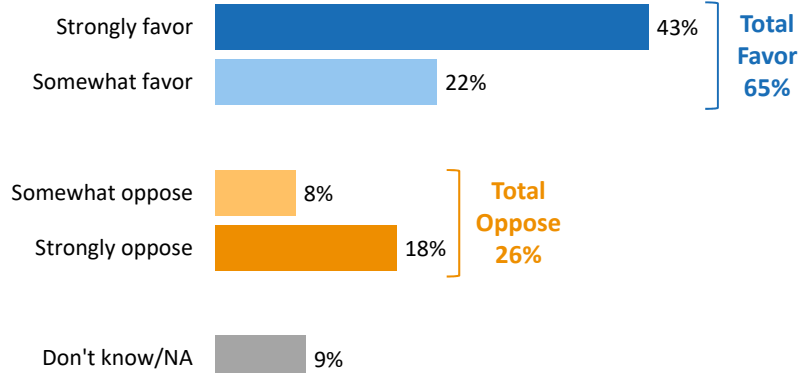


## Respondents also were provided information about current funding sources for the incentive programs:

Every 4 years the AQMD must approve a clean air plan to show how it will meet health-based federal clean air standards. The next plan is due in 2020. The AQMD has estimated it will need an additional \$1 billion per year for the next 15 years to fund programs that will incentivize the use of cleaner technologies to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution to meet federal standards. Last year the state legislature allocated \$300 million to support AQMD mobile emission reduction programs, but there is no guarantee that this funding will continue in future years.

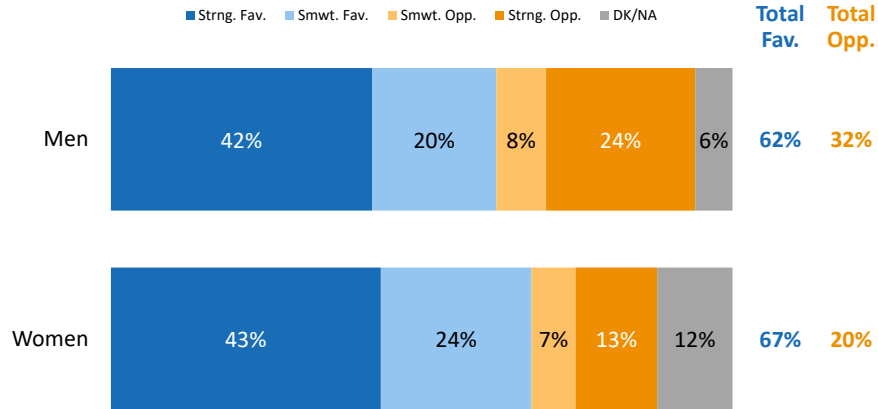
## With this background, two-thirds favor the state legislature giving SCAQMD the authority to seek voter approval for a ballot measure.

*Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?*



## Regardless of gender, voters are in favor of SCAQMD having the right to go to the ballot.

By Gender



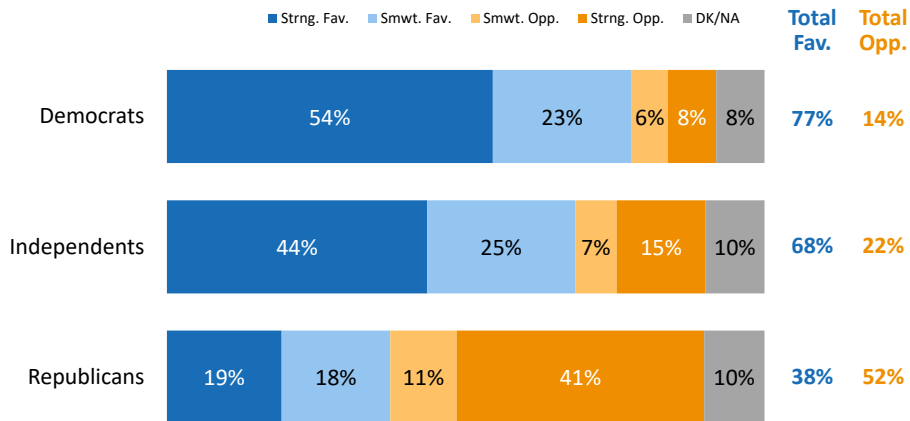
**FM3**  
RESEARCH

Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

22

## There is a significant divide by partisan affiliation – Democrats and Independents are in favor while Republicans oppose the idea.

By Party



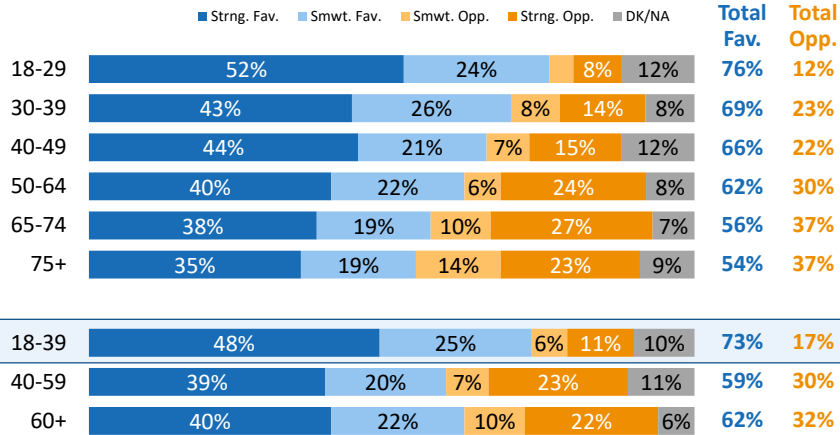
**FM3**  
RESEARCH

Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

23

## Support for going to the ballot is strongest among voters under the age of 40.

By Age



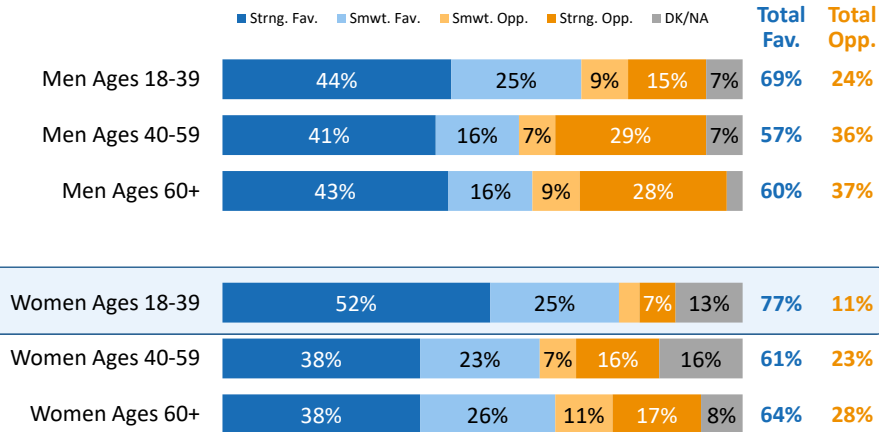
**FM3**  
RESEARCH

Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

24

## In particular, younger women are the most supportive of letting SCAQMD pursue a local ballot measure.

By Gender by Age



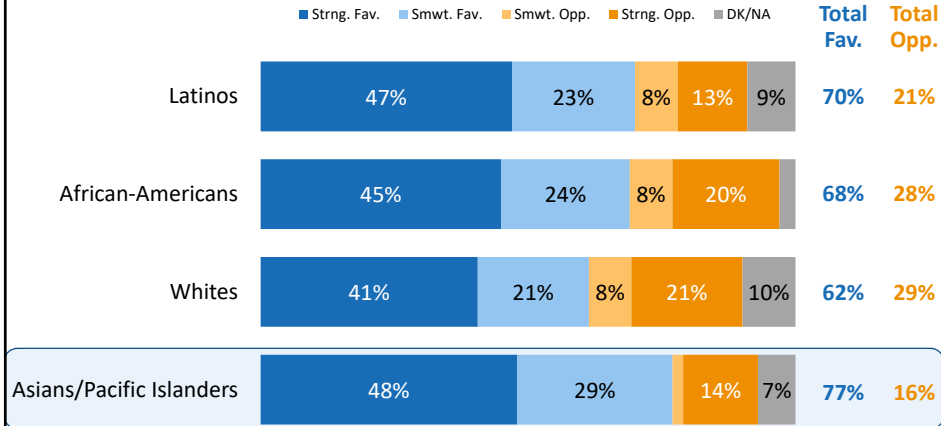
**FM3**  
RESEARCH

Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

25

## Voters of color are highly supportive of SCAQMD being able to seek voter approval of a local funding measure.

By Ethnicity

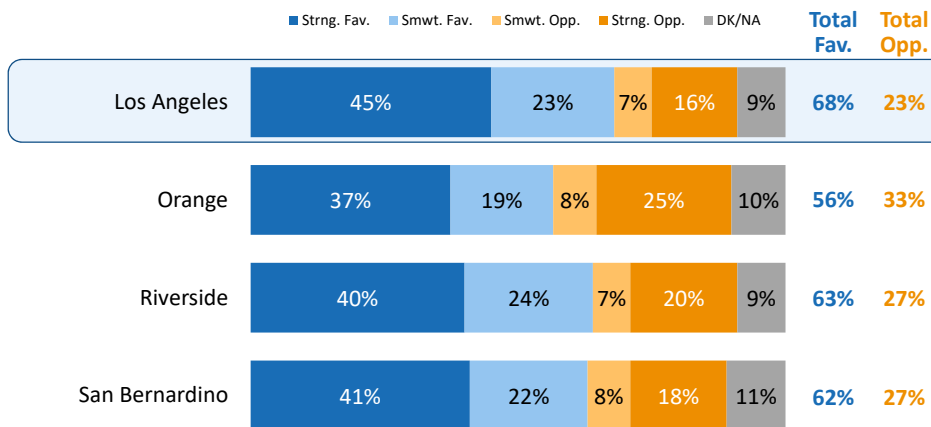


Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

26

## L.A. County voters are strong backers of SCAQMD going to the ballot.

By County

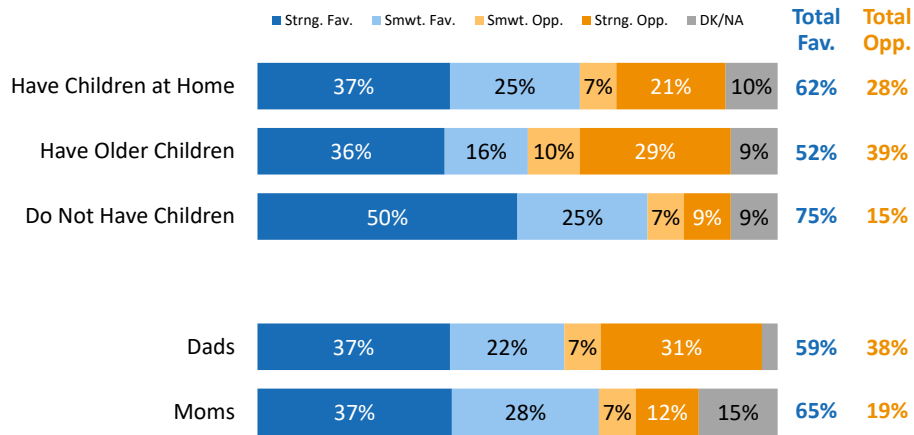


Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

27

## Those without children, which correlates to younger voters, strongly back giving SCAQMD the right to go to the ballot for funding.

By Children and Parents

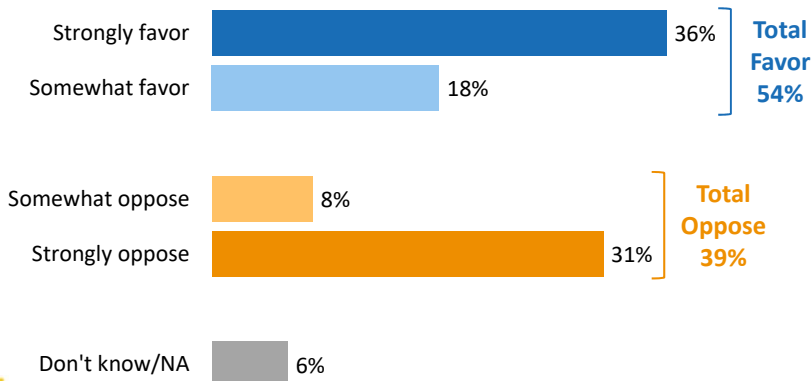


Q14. Having heard this, would you favor or oppose the state legislature giving the AQMD the authority to seek voter approval of a ballot measure to raise funds at the local level in order to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?

28

## Asked conceptually, a majority favors a quarter-cent sales tax increase to fund incentive programs to reduce emissions from mobile sources.

Would you support or oppose raising the local sales tax by one-quarter of a cent to fund grants and other financial incentives to encourage the development and use of zero and near-zero emission vehicles to reduce emissions from cars, heavy-duty diesel trucks and other mobile sources of air pollution?



Q15.

29

## There is strong support for a number of ways to reduce mobile sources of air pollution, especially replacing diesel school buses.

Incentives	All Voters		Ethnicity (Percentage Strongly Support)			
	Total Support	Strongly Support	Latinos	African-Americans	Whites	Asians/Pacific Islanders
Replacing heavy-duty diesel school buses with zero-emission battery electric buses, and model year 2010 or newer compressed natural gas buses	89%	<b>66%</b>	<b>71%</b>	<b>77%</b>	62%	<b>73%</b>
Replacing older diesel school buses at school districts throughout the South Coast Air Basin with ultra-clean natural gas buses	87%	<b>63%</b>	<b>69%</b>	<b>67%</b>	59%	60%
Upgrading and electrifying the Metro-Link commuter rail system to improve service, increase ridership and eliminate the use of diesel	83%	59%	<b>69%</b>	<b>68%</b>	53%	65%
Making the movement of cargo and goods more efficient by upgrading ports, rail-lines and other infrastructure critical to the region's economy	85%	56%	62%	63%	51%	<b>70%</b>
Replacing heavy-duty diesel trucks with near-zero emission natural gas trucks	82%	56%	59%	51%	55%	56%
Replacing medium-duty diesel delivery trucks with new, fully-electric battery-powered zero emission medium-duty vehicles	80%	55%	61%	61%	51%	61%
Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to relieve traffic congestion	80%	54%	61%	<b>74%</b>	48%	<b>71%</b>



Q16. I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. Split Sample

30

## Mobile Emission Reduction Programs, Continued

Incentives	All Voters		Ethnicity (Percentage Strongly Support)			
	Total Support	Strongly Support	Latinos	African-Americans	Whites	Asians/Pacific Islanders
Installing infrastructure at the Ports of L.A. and Long Beach to let ships plug-in to electric power so fossil fuel engines can be shut down	83%	53%	<b>61%</b>	42%	52%	44%
Funding incentives for the early changeover of dirty heavy-duty trucks to clean trucks	83%	52%	57%	59%	48%	49%
Converting Port of L.A. and Long Beach equipment and vehicles to near-zero and zero emission technology	81%	52%	57%	<b>63%</b>	50%	52%
Providing incentives for single truck owners to buy the cleanest truck equipment and vehicles available	81%	52%	56%	<b>65%</b>	48%	<b>67%</b>
Replacing older locomotive trains with new clean diesel switch technology to reduce emissions	82%	51%	<b>60%</b>	51%	48%	42%
Funding programs to help small businesses upgrade equipment to help the economy and reduce air pollution at the same time	80%	51%	58%	47%	50%	39%
Retrofitting ships with emission control systems to reduce air pollution while in the Ports of L.A. and Long Beach	79%	51%	57%	<b>64%</b>	46%	<b>63%</b>
Electrifying and expanding rail lines	78%	51%	52%	42%	51%	49%
Creating dedicated lanes for 18-wheelers and other heavy-duty trucks on freeways and highways to cut down in emissions and air pollution from trucks stuck in traffic	75%	45%	52%	52%	40%	49%



Q16. I am going to read some of the different ways the AQMD uses funds to incentivize businesses to develop clean technologies and increase the use of zero and near-zero emission vehicles in order to reduce air pollution and emissions from mobile sources. For each one, please tell me whether you support or oppose it. Split Sample

31


## Voters agree that reducing traffic and converting to zero-emission vehicles are effective strategies.

Statement	All Voters		Ethnicity (Percentage Strongly Agree)			
	Total Agree	Strongly Agree	Latinos	African-Americans	Whites	Asians/ Pacific Islanders
Reducing traffic congestion is an effective way to reduce air pollution and emissions that cause climate change	84%	57%	64%	62%	55%	54%
Converting diesel trucks and other gas-powered vehicles to near-zero and zero emission vehicles is an effective way to reduce air pollution, negative health impacts, and emissions that cause climate change	83%	55%	60%	61%	51%	70%
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 use of clean, zero and near-zero emission vehicles	74%	48%	47%	57%	48%	49%
18-wheelers and heavy-duty trucks that sit in traffic on local freeways and highways are a major source of air pollution in Southern California	78%	45%	49%	74%	41%	41%
The technology exists so that within the next ten years, most cars on the road will be zero-emission vehicles	70%	44%	49%	53%	37%	76%
It is more expensive to deal with the impact of emissions that cause climate change than it is to fund programs that support the development and use of clean, zero and near-zero emission vehicles	63%	39%	43%	34%	35%	60%
The technology exists so that within the next ten years, most heavy-duty trucks on the road will be zero-emission vehicles	70%	38%	47%	43%	31%	48%





Q17. I am going to read you some different statements. For each one, please tell me whether you generally agree or disagree with that statement. Split Sample

32



South Coast  
AQMD

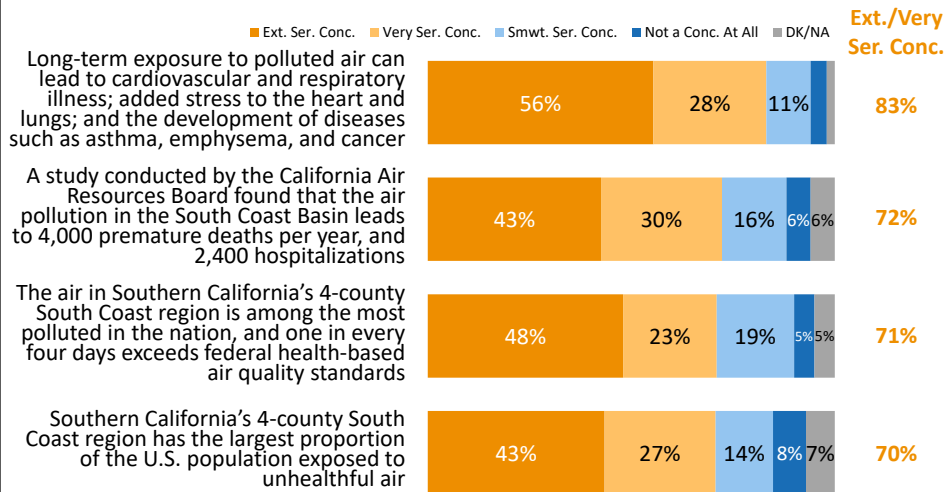



# Simulating Public Communications

33



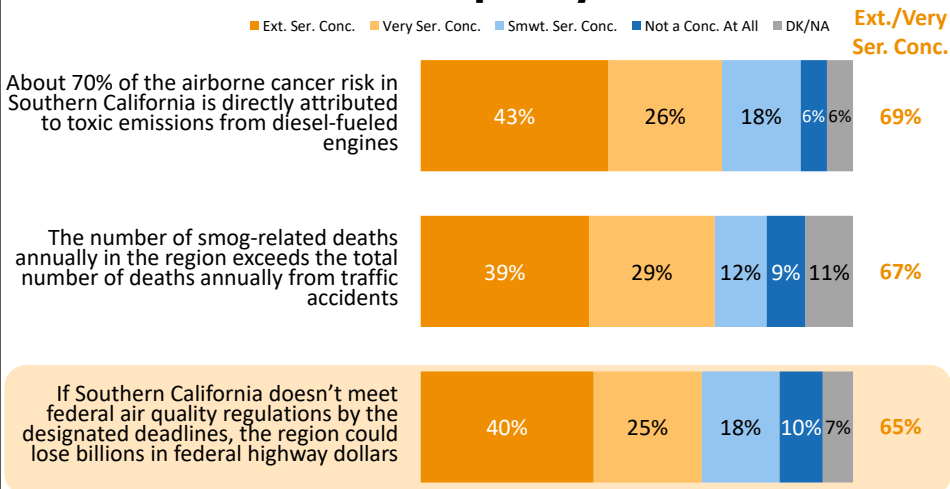
## Identifying the health impacts of air pollution elicits the most concern among voters.



**FM3** Q18. I am going to read you some facts about air quality issues in Southern California. Please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Split Sample

34

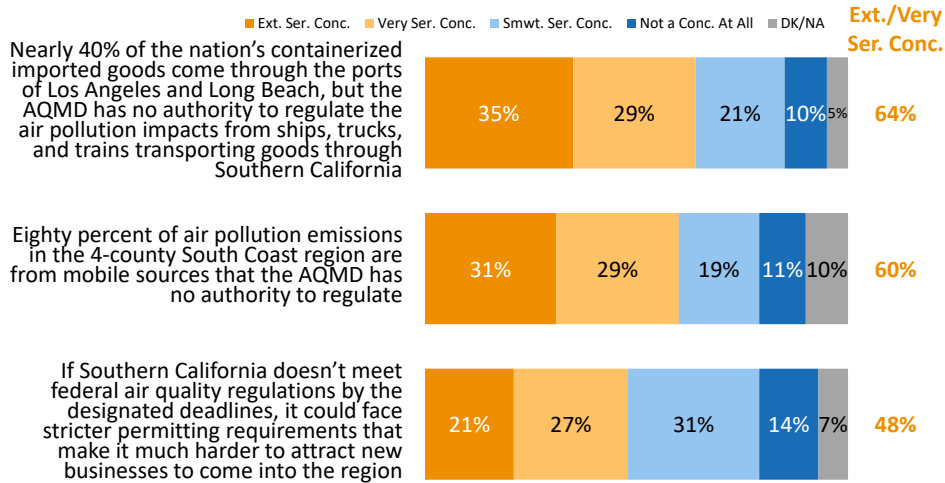
## Two-thirds are concerned that the region could lose significant highway funding if it fails to meet air quality standards.



**FM3** Q18. I am going to read you some facts about air quality issues in Southern California. Please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Split Sample

35

## There is also considerable concern that SCAQMD lacks the authority to regulate air pollution emanating from local ports.



**FM3**  
RESEARCH

Q18. I am going to read you some facts about air quality issues in Southern California. Please tell me whether you personally consider that to be an extremely serious concern, very serious concern, somewhat serious concern or not a serious concern at all. Split Sample

36

## Statements in Support of SCAQMD Mobile Emissions Reduction Incentive Programs

### Messages

**(TRUCKS-INCENTIVES)** Emissions from heavy-duty, diesel-powered trucks account for 80% of emissions from mobile sources, but the law prohibits the AQMD from regulating these vehicles. Providing incentives to truckers and their companies to switch to natural gas, electric and other very low emission vehicles is critical to reducing air pollution and combating emissions that cause climate change.

**^(HEALTH)** Every year, there are more deaths in Southern California due to poor air quality than because of traffic accidents. On top of that, chronic illnesses and diseases caused by air pollution cost the region's economy tens of billions of dollars every year. Funding grants and incentive programs to develop the use of clean technologies and near-zero and zero-emission vehicles will save lives and money.

**(GHG/CLIMATE CHANGE)** Heavy duty trucks, cargo ships in the Ports of L.A. and Long Beach, trains and other mobile sources are a major source of greenhouse gas emissions that cause climate change. Giving the AQMD the authority to promote the use of clean technologies will make sure our region is a leader in fighting climate change and creating new economic opportunities for workers.

**^(COST)** A multi-year Cal-State Fullerton study found that air pollution in Southern California and the San Joaquin Valley combined came with a price tag of \$28 billion per year due to premature deaths and illnesses. Investing \$1 billion per year in AQMD's grant programs will significantly reduce air quality—preventing childhood asthma and other health problems that will save money and lives.

**FM3**  
RESEARCH

Q19. Here are some statements from people who support this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

37

## Statements in Support of SCAQMD Mobile Emissions Reduction Incentive Programs, Continued

### Messages

**(EFFECTIVE)** The AQMD's grant and incentive programs to reduce air pollution and emissions are working. Air quality in the Southland has continually improved despite an enormous increase in population and vehicles. 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.

**(TRUCKS-LANES)** Emissions from heavy-duty, diesel-powered trucks and other mobile sources account for 80% of the emissions problem, with much of it coming when trucks sit in traffic on freeways and highways. Creating new lanes on local roads to separate trucks and cars could significantly reduce air pollution across Southern California to improve public health, road safety, and our region's economy by speeding up the movement of goods and cargo.

**^(LOCAL NEED)** The AQMD has identified that Southern California's 4-county South Coast region needs \$1 billion per year for the next 15 years to meet federal air quality requirements. State legislators should give voters the right to take action and raise funds locally in order to address a critical regional health and quality of life issue.



Q19. Here are some statements from people who support this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

38

## The public health benefits were especially impactful with Latinos and African-Americans.

(Very Convincing)

Statement	All Voters	Gender		Ethnicity			
		Men	Women	Latinos	African-Americans	Whites	Asians/Pacific Islanders
Trucks-Incentives	41%	39%	44%	42%	33%	43%	41%
^Health	38%	35%	40%	44%	44%	35%	35%
GHG/Climate Change	36%	33%	39%	41%	43%	33%	41%
^Cost	36%	33%	39%	42%	33%	34%	42%
Effective	33%	32%	34%	27%	24%	38%	37%
Trucks-Lanes	29%	27%	31%	30%	32%	29%	27%
^Local Need	25%	23%	27%	31%	30%	22%	28%



Q19. Here are some statements from people who support this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

39

## Getting trucks to switch over to low- or zero-emission technology was persuasive in all four counties.

(Very Convincing)

Statement	All Voters	County			
		Los Angeles	Orange	Riverside	San Bernardino
Trucks-Incentives	41%	42%	37%	40%	43%
^Health	38%	40%	31%	39%	34%
GHG/Climate Change	36%	36%	35%	36%	43%
^Cost	36%	38%	33%	34%	34%
Effective	33%	33%	37%	25%	29%
Trucks-Lanes	29%	29%	27%	35%	28%
^Local Need	25%	26%	24%	26%	24%



Q19. Here are some statements from people who support this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to favor giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

40

## The survey also explored the impact of arguments against an SCAQMD ballot measure.

Very Conv. Smwt. Conv.

**^(MORE TAXES)** The last thing we need is another bureaucracy with the right to tax us. Californians already pay some of the highest incomes taxes in the nation, the state gas tax was raised 12 cents last year, and the new federal tax law significantly reduces Californians' deductions. **40%** **27%** **67%**

**(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. **33%** **28%** **62%**

**(UNFAIR)** The AQMD says heavy-duty, diesel powered trucks are the main contributor of air pollution and emissions. Instead of trying to get a special law passed in Sacramento to raise our taxes, the AQMD should work with the state legislature to hold the trucking companies responsible for the mess they have created. **30%** **34%** **64%**

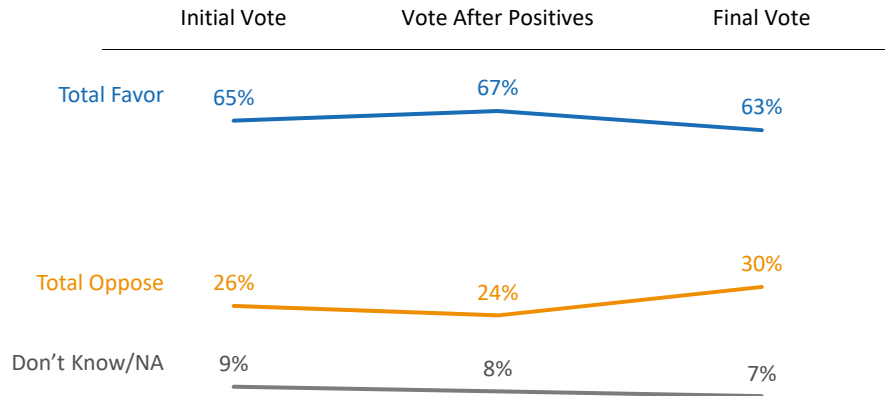


Q22. Here are some statements from people who oppose this proposal. Please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to oppose giving the AQMD authority to raise funds through a voter-approved local ballot measure. ^Not Part of Split Sample

41

## After these negative messages, more than six in ten still support letting SCAQMD go to the ballot...

Legislative Authority

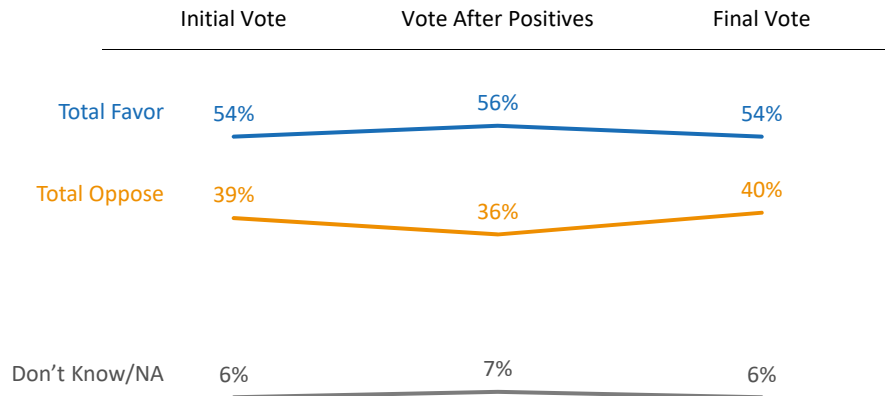


**FM3**  
RESEARCH Q14, Q20 & Q23.

42

## ...and a majority favors a local sales tax to fund the agency's programs to reduce air pollution from mobile sources.

SCAQMD Quarter-Cent Sales Tax Proposal



**FM3**  
RESEARCH Q15, Q21 & Q24.

43

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**AB 2548 (Friedman)**  
**Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.**

**Summary:** This bill would:

- 1) Authorize the Los Angeles County Metropolitan Transportation Authority (LACMTA), in coordination with the South Coast Air Quality Management District (SCAQMD), to jointly adopt a commute benefit ordinance that requires covered employers operating within Los Angeles County, with 50 or more full-time employees, to offer certain employees commute benefits; and
- 2) Require that a commute benefit ordinance adopted pursuant to this bill specify any consequences for noncompliance.

**Background:** Existing law creates the LACMTA, with various powers and duties with respect to transportation planning, programming, construction, and operations in Los Angeles County. Existing law establishes the SCAQMD, vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which includes the jurisdiction of LACMTA. Existing law also vests the SCAQMD with the authority to establish programs to reduce emissions associated with employee commutes within its jurisdiction, including the County of Los Angeles, which SCAQMD implements through Rule 2202.

This bill states that it is the intent of the Legislature to encourage metropolitan planning organizations, county transportation commissions, and local air quality management districts or air pollution control districts to work with local employers to adopt policies that encourage commuting by means other than driving alone. To encourage this, this bill would establish such a program in the County of Los Angeles.

**Status:** 2/16/2018 - From printer. May be heard in committee March 18.

**Specific Provisions:** Specifically, this bill would:

- 1) Authorize LACMTA, in coordination with SCAQMD, to jointly adopt a commute benefit ordinance in LA County that requires covered employers to offer all covered employees a pretax option program, consistent with Section 132(f) of the Internal Revenue Code, allowing covered employees to elect to exclude from taxable wages, employee commuting costs incurred for transit passes or vanpool charges, up to the maximum amount allowed by federal tax law;
- 2) Require that a commute benefit ordinance adopted pursuant to this bill specify any consequences for noncompliance; and

- 3) Define a covered employer as one for which an average of 50 or more employees per week perform work for compensation. In determining the number of employees performing work for an employer during a given week, only employees performing work on a full-time basis shall be counted.

**Impacts on SCAQMD’s Mission, Operations or Initiatives:** This bill would authorize LACMTA, in coordination with SCAQMD, to work with local employers in the County of Los Angeles in order to jointly adopt a policy that encourages commuting by means other than driving alone. LACMTA staff have indicated that there is a similar type of existing policy in the San Francisco-Oakland Bay Area in Northern California.

The SCAQMD already administers an employee commute trip reduction program covering employers in the South Coast Air Basin with 250 or more employees. Under SCAQMD Rule 2202, employers have 3 options for compliance with the program: Air Quality Investment Program (AQIP) (fee), Emission Reduction Strategies (ERS) (credits), or Employee Commute Reduction Program (ECRP) (rideshare program). Within ECRP employers are given a menu of program options that they can include in their program. The commuter benefit pre-tax program is already one of the options. This bill could therefore result in the elimination of the other options for compliance currently available for employers within the County of Los Angeles, or the addition of required program elements to the remaining rule options.

The bill does provide an option for employers to gain approval for an alternative commuter benefit program, which could provide an avenue to approve the other pathways for compliance currently in Rule 2202, depending on the content of the implementing ordinance.

A separate concern is that SCAQMD’s current authority to administer an employee commute trip reduction program is expressly limited to employers with 250 or more employees at a worksite per Health & Safety Code §40458. This bill would create a program that goes beyond that authority to cover employers with 50 or more employees in the County of Los Angeles. Thus, there would be a need to harmonize these conflicting authorities. Additionally, if SCAQMD were to be involved in creating and administering this program, there could potentially be a substantial increase in SCAQMD staffing and resource needs created.

SCAQMD staff has already been considering revisions to Rule 2202, although additional statutory authority would be required to extend coverage to employers with 50 or more employees. It may be possible to accomplish most of the goals of this bill through an amendment to Rule 2202. However, it is unclear whether incentivizing vanpools and transit use over other options would result in greater emission reductions.



Proposed amendments: SCAQMD staff recommends seeking amendments to this bill that would:

- 1) Strike SCAQMD from being referenced in the bill to ensure that the District would not be involved in the creation or administration of this proposed new program; and
- 2) Harmonize any new program that might be created by this bill with SCAQMD's existing Rule 2202 - On-Road Motor Vehicle Mitigation Options. Specifically, to amend the bill to ensure that employers with 250 or more employees at a work site within the South Coast region are covered by SCAQMD's Rule 2202 in the format called out for in rule language.

**Recommended Position: OPPOSE UNLESS AMENDED**

**ASSEMBLY BILL**

**No. 2548**

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**Introduced by Assembly Member Friedman**

February 15, 2018

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An act to add Section 65080.9 to the Government Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2548, as introduced, Friedman. Commute benefit policies: Los Angeles County Metropolitan Transportation Authority: South Coast Air Quality Management District.

Existing law creates the Los Angeles County Metropolitan Transportation Authority (LACMTA), with various powers and duties with respect to transportation planning, programming, construction, and operations. Existing law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin, which incorporates a specified portion of the jurisdiction of the authority.

This bill would authorize the authority, in coordination with the district, to jointly adopt a commute benefit ordinance that requires covered employers operating within the common area of the 2 entities with a specified number of employees to offer certain employees commute benefits, as specified. The bill would require that the ordinance specify certain matters, including any consequences for noncompliance.

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

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

1 SECTION 1. Section 65080.9 is added to the Government  
2 Code, to read:

3 65080.9. (a) It is the intent of the Legislature to encourage  
4 metropolitan planning organizations, county transportation  
5 commissions, and local air quality management districts or air  
6 pollution control districts to work with local employers to adopt  
7 policies that encourage commuting by means other than driving  
8 alone. To encourage this, the Legislature hereby establishes a  
9 program in that regard in the County of Los Angeles.

10 (b) Notwithstanding Section 40717.9 of the Health and Safety  
11 Code, the Los Angeles County Metropolitan Transportation  
12 Authority, in coordination with the South Coast Air Quality  
13 Management District, with respect to the common area within their  
14 respective jurisdictions, may jointly adopt a commute benefit  
15 ordinance that requires covered employers operating within the  
16 common area of the authority and district to offer all covered  
17 employees a pretax option program, consistent with Section 132(f)  
18 of the Internal Revenue Code, allowing covered employees to elect  
19 to exclude from taxable wages employee commuting costs incurred  
20 for transit passes or vanpool charges, up to the maximum amount  
21 allowed by federal tax law.

22 (c) Nothing in this section shall prevent a covered employer  
23 from offering a more generous commuter benefit program that is  
24 otherwise consistent with the requirements of the applicable  
25 commute benefit ordinance. Nothing in this section shall require  
26 employees to change their behavior.

27 (d) An employer offering, or proposing to offer, an alternative  
28 commuter benefit program on the employer’s own initiative, or  
29 an employer otherwise required to offer an alternative commuter  
30 benefit program as a condition of a lease, original building permit,  
31 or other similar requirement, if the alternative is not consistent  
32 with the program described in subdivision (b), may seek approval  
33 of the alternative from the authority or district. The authority or  
34 district may approve an alternative if it determines that the  
35 alternative provides at least the same benefit in terms of reducing  
36 single-occupant vehicle trips as the program described in  
37 subdivision (b). An employer that offers an approved alternative  
38 to covered employees in a manner otherwise consistent with this

1 section is not required to offer the program described in subdivision  
2 (b).

3 (e) The commute benefit ordinance shall provide covered  
4 employers with at least six months to comply after the ordinance  
5 is adopted.

6 (f) An employer that participates in, or is represented by, a  
7 transportation management association that provides the employer's  
8 covered employees with the program described in subdivision (b)  
9 or an alternative commuter benefit program approved pursuant to  
10 subdivision (d), shall be deemed in compliance with the commute  
11 benefit ordinance and the transportation management association  
12 may act on behalf of those employers in that regard. The authority  
13 or district shall communicate directly with the transportation  
14 management association, rather than the participating employers,  
15 to determine compliance with the ordinance.

16 (g) A commute benefit ordinance adopted pursuant to this  
17 section shall specify all of the following:

18 (1) How the implementing agencies will inform covered  
19 employers about the ordinance.

20 (2) How compliance with the ordinance will be demonstrated.

21 (3) The procedures for proposing, and the criteria that will be  
22 used to evaluate, an alternative commuter benefit program pursuant  
23 to subdivision (d).

24 (4) Any consequences for noncompliance.

25 (h) Nothing in this section shall limit or restrict the statutory or  
26 regulatory authority of the authority or district.

27 (i) The authority shall not use federal planning funds in the  
28 implementation of the commute benefit ordinance.

29 (j) For purposes of this section, the following definitions shall  
30 apply:

31 (1) "Authority" means the Los Angeles County Metropolitan  
32 Transportation Authority.

33 (2) "Covered employee" means an employee who performed  
34 at least an average of 20 hours of work per week within the  
35 previous calendar month within the area where the ordinance  
36 adopted pursuant to this section operates.

37 (3) "Covered employer" means any employer for which an  
38 average of 50 or more employees per week perform work for  
39 compensation within the area where the ordinance adopted pursuant  
40 to this section operates. In determining the number of employees

- 1 performing work for an employer during a given week, only
- 2 employees performing work on a full-time basis shall be counted.
- 3 (4) "District" means the South Coast Air Quality Management
- 4 District.

O

**AB 2008 (Salas)**  
**Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants**

**Summary:** This bill would exclude from gross income any amount provided to a taxpayer under the Carl Moyer Memorial Air Quality Standards Attainment Program for the purchase of new zero and/or low-emission engines.

**Background:** The Carl Moyer Program provides grant funding for cleaner-than-required engines and equipment. Local air districts administer these grants and select which projects to fund. The grants fund the incremental cost of cleaner-than-required engines, equipment, and other sources of air pollution. This in turn helps to reduce air pollution impacts in environmental justice communities, accelerates the turnover of older, high-polluting equipment, and speeds up the commercialization of the cleanest technologies.

Project types include repower (replacing an in-use engine with a new, cleaner engine); retrofit (using an emission control technology for an in-use engine, vehicle, or piece of equipment); replacement (the replacement of an older, dirtier vehicle or equipment with a newer, cleaner one); and voucher incentive program (a streamlined process where a voucher is issued for replacement of an on-road heavy-duty truck with a cleaner model, for fleets less than ten trucks only).

**Status:** 02/12/18 – Referred to Assembly Comm. on REV. & TAX.; Hearing set for 3/12/18 at 2:30 p.m.

**Specific Provisions:** Specifically, this bill would:

- 1) Exclude from gross income any amount provided to a taxpayer under the Carl Moyer Memorial Air Quality Standards Attainment Program for the purchase of new zero and/or low-emission engines; and
- 2) Take effect immediately as a tax levy.

**Impacts on SCAQMD’s Mission, Operations or Initiatives:** The Carl Moyer is an essential program for the South Coast region in terms of helping to reduce air pollution impacts by accelerating the turnover of older, high-polluting equipment, and speeding up the commercialization of the cleanest technologies. The District receives over \$30 million annually for the Carl Moyer Program to repower, retrofit, and replace high-polluting diesel engines, and recent legislation will double that annual amount in 2019. Further, the South Coast region received an additional allocation of \$107.5 million for Carl Moyer Program funding in 2017.

The grants are considered as gross income for recipients; thus, recipients pay taxes on the grants, which diminishes the appeal and value of the grants. This bill would help the Carl

Moyer Program be more appealing, provide more value for recipients, and be more effective in helping to reduce diesel particulate pollution within the South Coast Air Basin.

The current draft of the bill does not appear to exempt all of the project types available under the program from being taxed. Staff recommends amending the language to ensure that all four project types (repower, retrofit, replacement, and the voucher incentive program) are included under the proposed tax exemption.

Suggested Amendment: SCAQMD recommends amending the bill by deleting the phrase “relating to the purchase of new zero or low-emission engines.” So that the legislation will exclude from gross income **any amount** provided to a taxpayer under the Carl Moyer Memorial Air Quality Standards Attainment Program.

**Recommended Position: SUPPORT WITH AMENDMENTS.**

**ASSEMBLY BILL**

**No. 2008**

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**Introduced by Assembly Member Salas**

February 1, 2018

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An act to add Sections 17131.8 and 24318 to the Revenue and Taxation Code, relating to taxation, to take effect immediately, tax levy.

LEGISLATIVE COUNSEL'S DIGEST

AB 2008, as introduced, Salas. Income taxes: exclusion: Carl Moyer Memorial Air Quality Standards Attainment Programs grants.

The Personal Income Tax Law and the Corporation Tax Law define gross income as all income from whatever source derived, unless specifically excluded.

This bill would, under both laws, exclude from gross income any amount provided to a taxpayer pursuant to the Carl Moyer Memorial Air Quality Standards Attainment Program for the purchase of new zero or low-emission engines.

This bill would take effect immediately as a tax levy.

Vote: majority. 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 17131.8 is added to the Revenue and
- 2 Taxation Code, to read:
- 3 17131.8. Gross income shall not include any amount provided
- 4 to a taxpayer pursuant to the Carl Moyer Memorial Air Quality
- 5 Standards Attainment Program (Chapter 9 (commencing with
- 6 Section 44275) of Part 5 of Division 26 of the Health and Safety



1 Code), relating to the purchase of new zero or low-emission  
2 engines.

3 SEC. 2. Section 24318 is added to the Revenue and Taxation  
4 Code, to read:

5 24318. Gross income shall not include any amount provided  
6 to a taxpayer pursuant to the Carl Moyer Memorial Air Quality  
7 Standards Attainment Program (Chapter 9 (commencing with  
8 Section 44275) of Part 5 of Division 26 of the Health and Safety  
9 Code), relating to the purchase of new zero or low-emission  
10 engines.

11 SEC. 3. This act provides for a tax levy within the meaning of  
12 Article IV of the California Constitution and shall go into  
13 immediate effect.

**SB 1144 (Dodd)**  
**Nonvehicular air pollution: penalties and fines.**

**Summary:** This bill would establish additional civil penalties and fines on petroleum refineries, petrochemical plants, and fossil-fuel-burning, electricity-generating power plants that emit an air contaminant in violation of specified rules, regulations, emissions limitations, permits, or orders of a district or district hearing board and when the violation presents a serious threat to the health or welfare of the public.

**Background:** Existing law generally designates air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law establishes maximum criminal and civil penalties for any person, for violations of air pollution laws from nonvehicular sources.

Existing law provides penalties for varying degrees of culpability, and even higher penalties where there is death or great bodily injury involved. However, without great bodily injury involved, nuisance penalty is limited to \$25,000 per day even if negligence is proven, and it is rare to prove a higher degree of culpability than negligence. For example, the Chevron refinery explosion in Northern California sent about 1,000 people to the hospital but because it only occurred on one day, penalties were minimal.

**Status:** 2/22/2018 - Referred to Senate Comms. on EQ. and JUD.

**Specific Provisions:** Specifically, this bill would:

- 1) Define the following terms to have the following meanings:
  - a) “Person” means a Title V source that is a petroleum refinery, petrochemical plant, or fossil-fuel-burning, electricity-generating power plant; and
  - b) “Serious threat to the health or welfare of the public” means either of the following:
    - (1) A violation involving a release of an air contaminant that causes actual injury to one or more members of public.
    - (2) A violation of Section 41700 that affects 25 or more people on any day.
- 2) Require that a person shall be strictly liable for a civil penalty of not more than thirty thousand dollars (\$30,000) per day if that person emits an air contaminant in violation of this part or any rule, regulation, emissions limitation, permit, or order of a district or district hearing board and the violation presents a serious threat to the health or welfare of the public. If that person has had two or more prior serious violations within the 36 months prior to the date of the violation, the civil penalty shall not be more than one hundred thousand dollars (\$100,000) per day;

- 3) Require that a person shall be assessed a fine of not more than seventy-five thousand dollars (\$75,000) per day if that person negligently emits an air contaminant in violation of this part or any rule, regulation, emissions limitation, permit, or order of a district or district hearing board and the violation presents a serious threat to the health or welfare of the public. If that person has had two or more prior serious violations within the 36 months prior to the date of the violation, the fine shall not be more than two hundred fifty thousand dollars (\$250,000) per day;
- 4) Require that a person shall be liable for a civil penalty of not more than one hundred twenty-five thousand dollars (\$125,000) per day if that person knew of the emission of the air contaminant and failed to take corrective action within a reasonable period of time under the circumstances and the violation presents a serious threat to the health or welfare of the public. If that person has had two or more prior serious violations within the 36 months prior to the date of the violation, the civil penalty shall not be more than three hundred seventy-five thousand dollars (\$375,000) per day;
- 5) Require that a person shall be liable for a civil penalty of not more than two hundred fifty thousand dollars (\$250,000) per day if that person emits an air contaminant that is willful and intentional and the violation presents a serious threat to the health or welfare of the public. If that person has had two or more prior serious violations within the 36 months prior to the date of the violation, the fine shall not be more than five hundred thousand dollars (\$500,000) per day; and

**Impacts on SCAQMD’s Mission, Operations or Initiatives:** This bill seeks to increase civil penalties and fines on petroleum refineries, petrochemical plants, and fossil-fuel-burning, electricity-generating power plants that emit an air contaminant in violation of rules, regulations, emissions limitations, permits, or orders of a district or district hearing board, when the violation presents a serious threat to the health or welfare of the public.

Overall the bill’s goal to increase punitive measures would help update penalty and fine amounts to levels that provide more effective deterrents to stopping harmful polluting by certain Title V facilities, whether it be by strict liability, negligent, knowing, or willful action, when it presents a serious threat to the public health or welfare. This bill would be in line with the goals of newly enacted community protections from bills such as AB 1132 (Garcia) and AB 617 (Garcia) that provide for more authority to stop toxic pollution from facilities within communities that harm affected residents.

Proposed Amendments: To maximize the bill’s beneficial effect, SCAQMD would suggest that this bill be expanded to apply to all Title V facilities, as well as those facilities that emit toxic air contaminants. For example, such an expanded authority could have been potentially utilized with regard to Exide, a lead-acid battery recycler which was exceeding the national ambient air quality standard for lead, and later was emitting high levels of

arsenic; as well as with the Aliso Canyon natural gas leak. Thus, SCAQMD proposes various substantive and technical changes to this bill:

- 1) Substantive: Amend the bill so that it redefines “Person” to include all Title V facilities.
- 2) Substantive: Amend the bill so that it redefines “Person” to include all facilities that emit toxic air contaminants – i.e. “Any person who emits an air contaminant in violation of an air toxics control measure defined in Health & Safety Code Section 39658 or adopted pursuant to HSC Section 39666, or any equally effective or more stringent measure adopted by a district pursuant to HSC Section 39666, or any rule regulating emissions of lead or of a toxic air contaminant, as determined pursuant to HSC Section 39662.”
- 3) Technical: Clarify in the bill that “prior serious violations” can be of any kind (i.e. by strict liability, negligent, knowing, or willful action) in order to trigger the enhanced penalties provisions included in the bill language.
- 4) Technical: Amend the bill to make the negligent violation section consistent with the other sections – i.e. “A person shall be liable for a civil penalty of not more than seventy-five thousand dollars (\$75,000) per day if that person negligently emits.....”

**Recommended Position: SUPPORT WITH AMENDMENTS**

**Introduced by Senator Dodd**February 14, 2018

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An act to amend Sections 42400.7, 42402, 42403, and 42405.5 of, and to add Section 42402.7 to, the Health and Safety Code, relating to nonvehicular air pollution.

## LEGISLATIVE COUNSEL'S DIGEST

SB 1144, as introduced, Dodd. Nonvehicular air pollution: penalties and fines.

(1) Existing law generally designates air pollution control and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law establishes maximum criminal and civil penalties for any person, as defined, for violations of air pollution laws from nonvehicular sources. Existing law generally establishes the maximum criminal and civil penalties at \$5,000, annually adjusted based on the California Consumer Price Index.

This bill would establish additional civil penalties and fines on specified petroleum refineries, petrochemical plants, and fossil-fuel-burning, electricity-generating power plants that emit an air contaminant in violation of specified rules, regulations, emissions limitations, permits, or orders of a district or district hearing board and when the violation presents a serious threat to the health or welfare of the public. The bill also would make various conforming changes. By adding to the duties of air districts, this bill would impose a state-mandated local program.

(2) 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, if the Commission on State Mandates determines that the bill contains costs 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. Section 42400.7 of the Health and Safety Code  
2 is amended to read:

3 42400.7. (a) The recovery of civil penalties pursuant to  
4 Section 39674, 42401, 42402, 42402.1, 42402.2, 42402.3, ~~or~~  
5 ~~42402.4~~ 42402.4, *or* 42402.7 precludes prosecution under Section  
6 42400, 42400.1, 42400.2, 42400.3, 42400.3.5, or 42400.4 for the  
7 same offense. When a district refers a violation to a prosecuting  
8 agency, the filing of a criminal complaint is grounds requiring the  
9 dismissal of any civil action brought pursuant to this article for  
10 the same offense.

11 (b) If the pending civil action described in subdivision (a)  
12 includes a request for injunctive relief, that portion of the civil  
13 action shall not be dismissed upon the filing of a criminal complaint  
14 for the same offense.

15 SEC. 2. Section 42402 of the Health and Safety Code is  
16 amended to read:

17 42402. (a) Except as provided in Sections 42402.1, 42402.2,  
18 42402.3, ~~and~~ 42402.4, *and* 42402.7, any person who violates this  
19 part, any order issued pursuant to Section 42316, or any rule,  
20 regulation, permit, or order of a district, including a district hearing  
21 board, or of the state board issued pursuant to Part 1 (commencing  
22 with Section 39000) to Part 4 (commencing with Section 41500),  
23 inclusive, is strictly liable for a civil penalty of not more than five  
24 thousand dollars (\$5,000).

25 (b) (1) Any person who violates any provision of this part, any  
26 order issued pursuant to Section 42316, or any rule, regulation,  
27 permit or order of a district, including a district hearing board, or  
28 of the state board issued pursuant to Part 1 (commencing with  
29 Section 39000) to Part 4 (commencing with Section 41500),  
30 inclusive, is strictly liable for a civil penalty of not more than ten  
31 thousand dollars (\$10,000).

1 (2) (A) If a civil penalty in excess of five thousand dollars  
2 (\$5,000) for each day in which a violation occurs is sought, there  
3 is no liability under this subdivision if the person accused of the  
4 violation alleges by affirmative defense and establishes that the  
5 violation was caused by an act that was not the result of intentional  
6 conduct or negligent conduct.

7 (B) Subparagraph (A) shall not apply to a violation of federally  
8 enforceable requirements that occur at a Title V source in a district  
9 in which a Title V permit program has been fully approved.

10 (C) Subparagraph (A) does not apply to a person who is  
11 determined to have violated an annual facility emissions cap  
12 established pursuant to a market based incentive program adopted  
13 by a district pursuant to subdivision (b) of Section 39616.

14 (c) Any person who owns or operates any source of air  
15 contaminants in violation of Section 41700 that causes actual  
16 injury, as defined in subdivision (d) of Section 42400, to the health  
17 and safety of a considerable number of persons or the public, is  
18 liable for a civil penalty of not more than fifteen thousand dollars  
19 (\$15,000).

20 (d) Each day during any portion of which a violation occurs is  
21 a separate offense.

22 SEC. 3. Section 42402.7 is added to the Health and Safety  
23 Code, to read:

24 42402.7. (a) For purposes of this section, the following terms  
25 have the following meanings:

26 (1) "Actual injury" means any physical injury that, in the opinion  
27 of a physician, requires medical treatment involving more than a  
28 physical examination.

29 (2) "Corrective action" has the same meaning as in Section  
30 42400.2.

31 (3) "Person" means a Title V source that is a petroleum refinery,  
32 petrochemical plant, or fossil-fuel-burning, electricity-generating  
33 power plant.

34 (4) "Serious threat to the health or welfare of the public" means  
35 either of the following:

36 (A) A violation involving a release of an air contaminant that  
37 causes actual injury to one or more members of public.

38 (B) A violation of Section 41700 that affects 25 or more people  
39 on any day.

1 (b) (1) A person shall be strictly liable for a civil penalty of not  
2 more than thirty thousand dollars (\$30,000) per day if that person  
3 emits an air contaminant in violation of this part or any rule,  
4 regulation, emissions limitation, permit, or order of a district or  
5 district hearing board and the violation presents a serious threat to  
6 the health or welfare of the public. If that person has had two or  
7 more prior serious violations within the 36 months prior to the  
8 date of the violation, the civil penalty shall not be more than one  
9 hundred thousand dollars (\$100,000) per day.

10 (2) The civil penalty assessed pursuant to this subdivision shall  
11 not apply if the violation is caused by unforeseen and unforeseeable  
12 criminal acts, acts of war, acts of terrorism, or civil unrest.

13 (c) A person shall be assessed a fine of not more than  
14 seventy-five thousand dollars (\$75,000) per day if that person  
15 negligently emits an air contaminant in violation of this part or  
16 any rule, regulation, emissions limitation, permit, or order of a  
17 district or district hearing board and the violation presents a serious  
18 threat to the health or welfare of the public. If that person has had  
19 two or more prior serious violations within the 36 months prior to  
20 the date of the violation, the fine shall not be more than two  
21 hundred fifty thousand dollars (\$250,000) per day.

22 (d) A person shall be liable for a civil penalty of not more than  
23 one hundred twenty-five thousand dollars (\$125,000) per day if  
24 that person knew of the emission of the air contaminant and failed  
25 to take corrective action within a reasonable period of time under  
26 the circumstances and the violation presents a serious threat to the  
27 health or welfare of the public. If that person has had two or more  
28 prior serious violations within the 36 months prior to the date of  
29 the violation, the civil penalty shall not be more than three hundred  
30 seventy-five thousand dollars (\$375,000) per day.

31 (e) A person shall be liable for a civil penalty of not more than  
32 two hundred fifty thousand dollars (\$250,000) per day if that person  
33 emits an air contaminant that is willful and intentional and the  
34 violation presents a serious threat to the health or welfare of the  
35 public. If that person has had two or more prior serious violations  
36 within the 36 months prior to the date of the violation, the fine  
37 shall not be more than five hundred thousand dollars (\$500,000)  
38 per day.

39 (f) Each day during any portion of which a violation occurs is  
40 a separate offense.



1 (g) If a higher penalty or fine described in this part may be  
2 applied to a violation described in this section, that higher penalty  
3 or fine shall be used as the maximum.

4 (h) The provisions of Section 42403 shall apply to this section.

5 SEC. 4. Section 42403 of the Health and Safety Code is  
6 amended to read:

7 42403. (a) The civil penalties prescribed in Sections 39674,  
8 42402.7, 42401, 42402, 42402.1, 42402.2, and 42402.3 shall be  
9 assessed and recovered in a civil action brought in the name of the  
10 people of the State of California by the Attorney General, by any  
11 district attorney, or by the attorney for any district in which the  
12 violation occurs in any court of competent jurisdiction.

13 (b) In determining the amount assessed, the court, or in reaching  
14 any settlement, the district, shall take into consideration all relevant  
15 circumstances, including, but not limited to, the following:

16 (1) The extent of harm caused by the violation.

17 (2) The nature and persistence of the violation.

18 (3) The length of time over which the violation occurs.

19 (4) The frequency of past violations.

20 (5) The record of maintenance.

21 (6) The unproven or innovative nature of the control equipment.

22 (7) Any action taken by the defendant, including the nature,  
23 extent, and time of response of the cleanup and construction  
24 undertaken, to mitigate the violation.

25 (8) The financial burden to the defendant.

26 SEC. 5. Section 42405.5 of the Health and Safety Code is  
27 amended to read:

28 42405.5. (a) If any state or local government agency provides  
29 assistance in the investigation, data collection, or monitoring,  
30 preparation, or prosecution of an action to recover civil penalties  
31 pursuant to Section 42401, 42402, 42402.1, ~~or~~ 42402.2, 42402.7,  
32 and that assistance is provided in coordination with the state board  
33 or a district prosecuting the action, that agency shall be reimbursed  
34 out of the proceeds of the penalty collected for its costs and  
35 expenses incurred in providing the assistance.

36 (b) If the penalty collected is insufficient to fully reimburse the  
37 state board or district for the costs and expenses incurred in  
38 preparing and prosecuting the case and another agency or agencies  
39 for the costs and expenses incurred in assisting in the case, the  
40 amount collected shall be prorated among the state board or district

1 and the assisting agency or agencies, on the basis of costs and  
2 expenses incurred by each.

3 (c) This section does not apply where there is an express  
4 agreement between the state board or district and another agency  
5 or agencies regarding reimbursement for assistance services and  
6 expenses.

7 SEC. 6. If the Commission on State Mandates determines that  
8 this act contains costs mandated by the state, reimbursement to  
9 local agencies and school districts for those costs shall be made  
10 pursuant to Part 7 (commencing with Section 17500) of Division  
11 4 of Title 2 of the Government Code.

# **ATTACHMENT 5**

## **CASSIDY&ASSOCIATES**

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Washington, DC 20001-4886

(202) 347-0773  
www.cassidy.com

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

**From:** Cassidy & Associates

**Date:** March 1, 2018

**Re:** Federal Update – U.S. House of Representatives

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### **Issues of Interest to SCAQMD**

#### **General Update:**

The past month of activity on Capitol Hill has been focused on debating immigration policy, finishing the Fiscal Year 2018 spending bill, confirming a range of judicial nominees, and preparing for the Fiscal Year 2019 spending process. In concert with releasing the Fiscal Year 2019 spending proposal, the Trump Administration also released an infrastructure plan that outlines their view on how to improve our roads, ports, and waterways. The next several weeks are devoted to oversight hearings related to the infrastructure plans and the Fiscal Year 2019 budget, and consideration of banking legislation (S. 2155) authored by Senators Crapo (R-ID) and Tester (D-MT).

#### **Budget and Appropriations Update**

On February 11, 2018 the Trump Administration released a budget proposal for government funding for Fiscal Year 2019 in combination with a broad infrastructure package. This funding comes on the heels of Congress enacting legislation which set spending limits for both defense related matters and domestic programs. The Trump budget funds domestic programs levels significantly below the Congressional agreement and Congress will now be under pressure to resist the cuts to the domestic spending programs. The decision to propose cuts to the domestic spending accounts are not entirely unexpected as the Trump Administration's previous spending proposals followed a similar track with Congress rebuffing his proposals for Fiscal Year 2017. We (Cassidy) continue to work to ensure a similar result in Fiscal Year 2018 and 2019.

Below is a short summary of the Trump proposal for spending and infrastructure for Fiscal Year 2019.

#### **Environmental Protection Agency**

Overall, the Trump Administration's FY19 budget proposal for the Environmental Protection Agency requests \$6.15 billion—which would be a 23% reduction (\$2.58 billion) over current funding levels. The \$6.15 billion request includes an extra \$724 million (largely split between funding for superfund sites and the State and Tribal

Assistance Grants account for the Clean Water and Drinking Water State Revolving Funds) due to the recent passage of the Bipartisan Budget Act of 2018—but this figure is still below enacted Fiscal Year 2017 levels.

The following provides for a short review of several provisions included within EPA’s Fiscal Year 2019 budget proposal of particular interest to SCAQMD:

**Diesel Emissions Reduction Act.** The Trump Administration’s budget proposes an appropriation of \$10 million in Fiscal Year 2019—which also matches the request the Trump Administration submitted in Fiscal Year 2018 for DERA. This level is significantly below proposed funding levels in the House Interior Appropriations legislation.

**Targeted Airshed Grants.** The targeted airshed grant program—used to help localities develop plans and implement project to reduce air pollution in nonattainment areas would not receive any funding in President Trump’s Fiscal Year 2019 budget request.

**Geographic Programs.** The Environmental Protection Agency’s geographic programs—which fund a variety of clean water and environmental restoration programs in the Great Lakes, Chesapeake Bay, and Puget Sound—are largely targeted for elimination in the budget request. Overall, the Fiscal Year 2019 budget proposes \$39 million for these programs. In contrast, these geographic programs received \$476 million in Fiscal Year 2017.

**Vehicle Fuel Economy.** The fiscal 2019 proposal would eliminate funding for the EPA’s role in the implementation and compliance with greenhouse gas (GHG) emission standards for light-duty and heavy-duty vehicles developed under EPA’s Federal Vehicle and Fuels Standards and Certification program.

**Regional Offices.** The President’s budget request does not propose the consolidation and/or elimination of EPA’s regional offices. Furthermore, the budget request does not propose the creation of EPA offices in each state capitol.

**Clean Water and Drinking Water State Revolving Funds.** The FY19 proposal includes approximately \$2.3 billion for the Clean Water State Revolving Fund and Drinking Water State Revolving Fund—with the Clean Water Fund receiving \$1.39 billion and Drinking Water receiving \$863 million.

**Water Infrastructure Finance and Innovation Act.** The provision, enacted in the 114<sup>th</sup> Congress, provides the Environmental Protection Agency with the new ability to make direct loans to regionally or nationally significant water infrastructure projects. The Fiscal Year 2019 budget request supports this new program by requesting \$20 million which helps generate significant amounts of loan authority for the EPA.

## **Department of Energy**

- The President’s FY19 budget recommends a Department of Energy (DOE) total of \$29.2 billion, slightly higher than its FY18 recommendation of \$28.042 billion but lower than the FY17 omnibus levels of \$30.2 billion. Several accounts for nuclear cleanup and basic science saw significant increases in the FY19 request, while the applied energy programs would see deep cuts from FY17 levels: \$696 million for Energy Efficiency and Renewable Energy, versus \$2.209 billion in FY17
- \$757 million for Nuclear Energy, versus \$1.016 billion in FY17
- \$502 million for Fossil Energy, versus \$668 million in FY17
- \$61 million for the Office of Electricity (OE), versus \$230 million in FY17. The FY19 request creates a new Cybersecurity office, cleaving these activities from the rest of OE, and proposes funding it at \$96 million in FY19. Thus for comparison purposes, the OE+Cyber budget would total \$157 million, a 32% cut from FY17 levels.

These recommendations for applied programs are slightly higher than the proposed numbers that the Trump Administration offered in FY18. The President would also eliminate ARPA-E and the various loan programs (Indian Energy, Advanced Technology Vehicle Manufacturing, and Title XVII) entirely.

The Office of Science (SC) would be funded under the FY19 request at \$5.391 billion, almost exactly what it was provided in the FY17 Omnibus. The SC request includes a significant bump for the Office of Advanced Scientific Computing Research (ASCR) from \$619.8m (FY17) to \$899 million, in order to support exascale and quantum computing.

Other notable policy changes include a recommendation to sell off the transmission assets owned by the Power Marketing Administration (PMAs) and would repeal the \$3.25 billion WAPA emergency borrowing authority authorized in 2009. The budget proposal also hints at a new rate-setting structure for the PMAs that would include consideration of current rates versus market rates. The FY19 request includes \$120 million for Yucca Mountain and Interim Storage of nuclear waste, the same as the President's FY18 request.

### **Comprehensive Energy Bill Update:**

Chairman Lisa Murkowski (R-AK) continues to look for opportunities to advance the bipartisan energy package, S. 1460, that largely mirrors the bill that passed the Senate last Congress. The legislation has been pending on the Senate floor for months, but can be brought up at anytime by Majority Leader Mitch McConnell.

We expect that Senator Murkowski will continue to push for this legislation to be brought up as the Senate calendar allows. The prospect of moving energy legislation has been clouded by a recent proposal by the Trump Administration to open coastal areas in California and other states for oil and gas drilling. Immediately following this announcement, Interior Secretary Zinke met with Florida Governor Scott to announce that Florida would be exempted from the drilling proposal. This leaves other states seeking legislative vehicles, like an energy bill, to ban drilling from their coastal areas.

### **Infrastructure Legislation:**

In addition to proposed spending levels for federal agencies, the Trump Administration released an infrastructure plan that outlines policies to promote the development of transportation and water projects. According to press reports, President Trump would later offer support for increasing the gas tax, but it should be noted that proposal was not formally included in the infrastructure plan.

Below is a brief discussion of each new program that is included in the infrastructure proposal. Various committees of jurisdiction are beginning the process of oversight hearings on various aspects of this proposal. We (Cassidy) believe numerous opportunities to look at clean air related provisions in the upcoming months.

#### **Infrastructure Incentives Program -- \$100 billion**

An "infrastructure incentives program" which would "provide for targeted Federal investments, encourage innovation, streamline project delivery, and help transform the way infrastructure is designed, built, and maintained." This program would provide funding for surface transportation and airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, and Brownfield and Superfund sites.

"Under this program, States and localities would receive incentives in the form of grants. Project sponsors selected for award would execute an agreement with express progress milestones. Federal incentive funds would be conditioned upon achieving the milestones within identified time frames."

#### **Rural Infrastructure Program -- \$50 billion**

This program would provide funding for roads, bridges, public transit, rail, airports, and maritime and inland waterway ports; broadband and other high-speed data and communication conduits); drinking

water, wastewater, stormwater, land revitalization and Brownfields; governmental generation, transmission and distribution facilities; flood risk management, water supply, and waterways.

### **Transformative Projects Program -- \$20 billion**

The purposes of the Transformative Projects Program would include: significantly improving performance, from the perspective of availability, safety, reliability, frequency, and service speed; substantially reducing user costs for services; introducing new types of services; and improving services based on other related metrics.

### **Environmental Streamlining**

The Trump infrastructure proposal dedicates one-third of its content to environmental streamlining. The bulk of the reform proposals focus on reducing timelines for project reviews through the National Environmental Policy Act (NEPA). In addition, the proposal authorizes pilot programs through which agencies can experiment with approval procedures. Finally, the streamlining reforms make significant changes to the judicial review process to avoid project delays related to litigation.

The bulk of the NEPA reforms envisioned in the Infrastructure plan center on how federal agencies seek approval on complicated projects that span multiple regulatory systems. To this end, the specific reforms include:

- Delegating and holding accountable one agency for moving a project to approval in 21 months.
- Requiring one environmental review document and decision for projects that span multiple agencies
- Limiting federal comment on issues within their “expertise”
- Including only “feasible” alternatives in scope of alternatives considered for analysis
- Issuing new regulations related to NEPA implementation
- Clarifying and providing consistent direction across Departments and Agencies on the use of Categorical Exclusions

In addition to these broad reforms related to NEPA, the proposal also includes streamlining for specific infrastructure developments including: design-building highway contractors, developers using rail rights of way acquisitions, mitigation banking, and small telecommunication.

### **Miscellaneous Items Requiring Legislation and Judicial Review**

Finally, several of the streamlining proposal would require congressional authorization. These recommendations for amending current law include:

- Modifying language in the most recent highway bill requiring concurrence from federal agencies on transportation proposals
- Modifying FAST-41 to allow non-highway and transit projects to be eligible for the streamlining provisions provided in that legislation
- Providing blanket authorizations allowing federal agencies to accept funding for environmental and permitting reviews
- Amending Federal Power Act to prevent engagement in FERC proceedings by non-FERC agencies
- Reforming the process of approval for Clean Water Act Section 404 approval

- Changing timelines related to state approval of Section 401 Certification decisions under the Clean Water Act
- Extending tenure on National Pollutant Discharge Elimination System Permits (NPDES)
- Amending timelines in the Magnuson Stevens Act related to fishing habitat
- Amending Clean Air Act on compliance with NAAQS standards
- Amending laws requiring coordination and consultation on historic and cultural resources
- Eliminate requirement that non-GSA property disposal receipts are transferred into the Land and Water Conservation Fund
- Changing requirement that properties purchased with Land and water Conservation Fund monies include reversionary interest provisions in their title
- Providing broad authority to the Bureau of Reclamation to transfer title of facilities to non-federal entities.
- Providing broad authority to National Park Service to approve energy infrastructure rights-of-way
- Expanding delegation of authority to states beyond Federal Highway Administration and Federal Transportation administration
- Allowing states to approve right-of-way acquisitions for Federal Highway Administration

Finally, there several Judicial reform proposals included in the Infrastructure plan to accelerate project implementation. As stated, these proposals would “narrow the scope of judicial review by exemption certain actions or issues from challenge.” Specifics include:

- Limiting injunctive relief to “exceptional circumstances”
- Require litigants to file legal challenges within 150 days
- Provide certainty in claims where data justifying decision is in dispute

### **Other Items of Interest**

In early February, Senator Tom Carper (D-DE) sent a letter in EPA Administrator Pruitt regarding the impoundment of Congressionally appropriated funds by the agency. Senator Carper’s staff did an analysis of EPA spending in 2016 to 2017 on USAspending.gov and identified drastic cuts to expenditures, to levels that indicate EPA did not execute spending levels as required by Congress in FY17. (Agencies are required under the Impoundment Control Act to spend the funds Congress has allocated to them unless they grant the agency’s formal request to rescind those funds). It is of note that California saw a decrease in grants of 83.82% in 2017 from the same period in 2016. This reflects all EPA grants to California, not just air.

Also, on February 26, 2018 the EPA announced it was seeking nominations for its national Environmental Justice Advisory Council to serve a one-year terms. Nominations are due Friday, April 13.

**ASSEMBLY BILL**

**No. 2506**

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**Introduced by Assembly Member Burke  
(Coauthor: Assembly Member O'Donnell)  
(Coauthor: Senator Dodd)**

February 14, 2018

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An act to amend Section 25722.11 of the Public Resources Code, relating to public resources.

LEGISLATIVE COUNSEL'S DIGEST

AB 2506, as introduced, Burke. State vehicle fleet: near-zero-emission vehicles.

Existing law, except as provided, requires, beginning December 31, 2025, at least 15% of newly purchased vehicles with a gross vehicle weight rating of 19,000 pounds or more purchased by the Department of General Services and other state entities for the state fleet to be zero emission, and beginning December 31, 2030, at least 30% of those vehicles to be zero emission.

This bill would additionally require, beginning January 1, 2020, at least 30% of newly purchased vehicles with a gross vehicle weight rating of 19,000 pounds or more purchased by the department and other state entities for the state fleet to be near-zero emission.

Vote: majority. 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 25722.11 of the Public Resources Code  
2 is amended to read:



1 25722.11. (a) (1) Beginning December 31, 2025, at least 15  
2 percent of newly purchased vehicles with a gross vehicle weight  
3 rating of 19,000 pounds or more purchased by the Department of  
4 General Services and other state entities for the state fleet shall be  
5 zero emission. Beginning December 31, 2030, at least 30 percent  
6 of newly purchased vehicles with a gross vehicle weight rating of  
7 19,000 pounds or more purchased by the Department of General  
8 Services and other state entities for the state fleet shall be zero  
9 emission.

10 (2) *Beginning January 1, 2020, at least 30 percent of newly*  
11 *purchased vehicles with a gross vehicle weight rating of 19,000*  
12 *pounds or more purchased by the Department of General Services*  
13 *and other state entities for the state fleet shall be near-zero*  
14 *emission.*

15 (b) This section does not apply to vehicles that have special  
16 performance requirements necessary for the protection of public  
17 safety, as defined by the Department of General Services.

18 (c) If, on or after December 31, 2026, the Department of General  
19 Services, in a public hearing, finds that it cannot meet the needs  
20 of the state while meeting the requirements of this section, *whether*  
21 *in whole or in part*, the department shall disclose that finding at  
22 the hearing and shall notify the Legislature of the finding in  
23 compliance with Section 9795 of the Government Code.

24 (d) Upon disclosure of a finding pursuant to subdivision (c), the  
25 Department of General Services shall take the following steps:

26 (1) While meeting the requirements of this section to the  
27 maximum extent practicable, the department, in consultation with  
28 the State Air Resources Board, shall conduct a technological  
29 assessment of zero-emission vehicle technology for vehicles with  
30 a gross vehicle weight rating of 19,000 pounds or more. The  
31 technological assessment shall include a plan to address the issues  
32 preventing the department and other state entities from meeting  
33 the requirements of this section.

34 (2) The department shall implement the plan developed pursuant  
35 to paragraph (1) for a period of at least one year.

36 (3) If, after the one-year period specified in paragraph (2), the  
37 department, in a public hearing, finds that it still cannot meet the  
38 needs of the state while meeting the requirements of this section,  
39 the department shall disclose that finding at the hearing and shall

1 notify the Legislature of the finding in compliance with Section  
2 9795 of the Government Code.  
3 (e) This section is inoperative on the date on which the  
4 Department of General Services notifies the Legislature pursuant  
5 to paragraph (3) of subdivision (d) and is repealed on January 1  
6 of the following year.

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# ATTACHMENT 4

## Dr. Joseph Lyou's Proposed Amendments to SCAQMD's 2018 Federal and State Legislative Goals and Objectives

Dr. Joseph Lyou: Would staff support including the additional goal of: “opposing tax laws or other financial incentive legislation that disproportionately benefits those who manufacture, sell, or use products that significantly increase air pollution within the district”?

Response: Staff has concerns that this goal may have too broad of an application and thus be difficult to properly implement. As an alternative, staff suggests:

***Clean Air Act, National Ambient Air Quality Standards (NAAQS) and SIP***  
*(Existing Language as modified)*

“Oppose legislation that conflicts with the District’s attainment goals.” Further,

Support policies, legislation and/or administrative efforts to:

- Ensure adequate SCAQMD authority under the federal Clean Air Act (CAA);
- Extend or enhance SCAQMD’s subvention funding under CAA Sections 103 and 105;
- Increase funding and incentive programs to help states and local regions meet attainment for clean air standards under the CAA; and
- Protect science-driven and health-based determinations of national ambient air quality standards, and efforts to streamline and provide flexible implementation of SIP requirements, as needed, to ensure feasibility of attainment.

Dr. Joseph Lyou: Would staff support this change to the “Clean Energy” goal? Support legislation that advances the Board’s Energy Policy which promotes energy efficiency, demand reduction and reliable, cost effective and clean energy for all consumers . . .”

Response: Staff is Supportive

***Clean Energy (Existing Language as modified)***

Support legislation that advances the Board’s Energy Policy which promotes energy efficiency, demand reduction and reliable, cost effective and clean energy for all consumers in the District while facilitating attainment of clean air standards and support for a healthy economy. In particular, support policies and funding that promote the development and deployment of zero and near-zero emission infrastructure, equipment and vehicles.



# South Coast Air Quality Management District

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

# DRAFT

## SCAQMD's Federal Legislative Goals & Objectives for 2018

*The following goals and objectives are identified to facilitate attainment of federal clean air standards within the South Coast region by statutory deadlines, while working with Congress, the White House, federal, state and local agencies, business, environmental and community groups, and other stakeholders:*

### ***Federal Support***

Work to ensure that the federal government does its fair share to reduce air pollution by:

- Providing funding or regulatory authority adequate for nonattainment areas to attain National Ambient Air Quality Standards (NAAQS) for upcoming federal deadlines, and in particular, the South Coast Air Quality Management District (SCAQMD) to implement the 2016 Air Quality Management Plan (AQMP) and attain federal ozone and particulate matter standards by upcoming federal deadlines;
- Reauthorizing and expanding funding for the Diesel Emission Reduction Act (DERA);
- Increasing funding for the Targeted Air Shed Grant program;
- Authorizing and funding new programs which will reduce air pollution through the adoption and deployment of zero and near-zero emission technologies, fuels and recharging/refueling infrastructure;
- Establishing programs or policies that incentivize the federal government to purchase and use advanced clean technologies and eliminate the use of technologies generating NOx and particulate matter emissions; and
- Incentivizing individuals, businesses, states, and local governments to purchase and use advanced clean technologies and eliminate the use of technologies generating NOx and particulate matter emissions.

### ***Technology Advancement***

Expand funding opportunities and federal tax incentives for advanced clean technology research, development, demonstration and deployment programs, including those related to:

- Zero and near-zero emission technologies;
- Clean vehicles (such as light-, medium- and heavy-duty vehicles, locomotives, marine vessels, and aircraft technologies);
- Clean fuels and refueling/recharging technologies and infrastructure;
- Clean energy sources;
- Technologies, systems and/or processes which reduce ambient concentrations of air pollutants and/or toxic air emissions; and
- The implementation of the 2016 Air Quality Management Plan (AQMP).

### ***Marine Vessels***

Pursue legislative and/or administrative policies that will further reduce marine vessel emissions and will ensure, through regulatory and/or incentive-based policies that the cleanest vessels come to U.S. ports.

## SCAQMD's Federal Legislative Goals & Objectives for 2018

### ***Surface Transportation & Goods Movement***

Pursue the adoption of legislation and/or policies which will reduce or eliminate air quality impacts from the freight sector (for both medium-duty and heavy duty vehicles), as well as off-road vehicles (such as agricultural vehicles, cargo handling equipment, freight handling equipment, and construction equipment).

### ***Locomotives***

Pursue efforts to reduce locomotive emissions, through regulatory and/or incentive-based policies.

### ***Reduction of Toxic Emissions***

Pursue efforts through legislative and administrative programs, to reduce toxic emissions, and the public's exposure to toxic emissions, within the South Coast region.

### ***Environmental Justice***

Support legislation which promotes environmental justice initiatives that will reduce localized health risks, develop clean air technologies that directly benefit disproportionately impacted communities, and enhance community participation in decision-making.

### ***Business/Jobs Climate***

Support legislation, policies or administrative actions that support and assist the regulated community to comply with rules and regulations in the most efficient and cost-effective manner that protects and encourages job retention and creation, and promotes economic growth, while working toward attainment of clean air standards.

### ***Clean Air Act, National Ambient Air Quality Standards (NAAQS) and SIP***

"Oppose legislation that conflicts with the District's attainment goals." Further, support policies, legislation and/or administrative efforts to:

- Ensure adequate SCAQMD authority under the federal Clean Air Act (CAA);
- Extend or enhance SCAQMD's subvention funding under CAA Sections 103 and 105;
- Increase funding and incentive programs to help states and local regions meet attainment for clean air standards under the CAA; and
- Protect science-driven and health-based determinations of national ambient air quality standards, and efforts to streamline and provide flexible implementation of SIP requirements, as needed, to ensure feasibility of attainment.

### ***Climate Change***

Seek to influence climate change initiatives and facilitate their implementation at local levels, to promote co-benefits with NAAQS and air toxics reduction, consistent with the Board's policy.

### ***New Source Review Offsets***

Modernize federal New Source Review offset requirements for areas where the supply of offsets is inadequate, while furthering the pursuit of clean air objectives.



# South Coast Air Quality Management District

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**DRAFT**

## SCAQMD's State Legislative Goals & Objectives for 2018

*The following goals and objectives are identified to protect public health and facilitate attainment of clean air standards within the South Coast region by statutory deadlines, while working with and serving as a resource to state legislators and the Governor; federal, state, and local agencies; business, environmental and community groups; and other stakeholders:*

### ***Air Quality Funding***

Increase existing and identify new funding sources for clean air programs that protect public health and ensure attainment of state and federal air quality standards, particularly incentive programs and research and development projects that support the 2016 Air Quality Management Plan (AQMP) and create opportunities to partner with local businesses, communities and residents.

### ***SCAQMD Authority / Policy Implementation***

Protect and ensure adequate SCAQMD authority for implementation of the Board's clean air policies and programs, as required by state and federal law, including the 2016 AQMP.

### ***State Support***

Work to ensure that the state government does its fair share to reduce air pollution in order for the South Coast region to meet national ambient air quality standards, and provides legislative and administrative support to SCAQMD to implement the 2016 AQMP and attain federal ozone and particulate matter standards by upcoming federal deadlines.

### ***Environmental Justice***

Support legislation and funding to promote and sustain environmental justice initiatives that: reduce localized health risks resulting from criteria pollutant and toxic air contaminant emissions, develop and expand access to clean air technology that directly benefits disproportionately impacted communities, enhance community participation in decision-making, and provide the resources necessary to fully implement local air districts' new responsibilities and programs created through Assembly Bill 617 (C. Garcia, Chapter 136, Statutes of 2017).

### ***Climate Change***

Seek to influence climate change initiatives and facilitate their implementation consistent with Board policy. In particular, support efforts directing that Greenhouse Gas Reduction Fund investments maximize criteria and toxics emission reduction co-benefits, promote near-zero and zero-emission vehicles, and address air quality and public health impacts.

## SCAQMD's State Legislative Goals & Objectives for 2018

### ***Clean Energy***

Support legislation that advances the Board's Energy Policy which promotes *energy efficiency, demand reduction and* reliable, cost effective and clean energy for all consumers in the District while facilitating attainment of clean air standards and support for a healthy economy. In particular, support policies and funding that promote the development and deployment of zero and near-zero emission infrastructure, equipment and vehicles.

### ***Business/Jobs Climate***

Support legislation, policies and/or administrative actions that protect and encourage job retention and creation and promote economic growth, while working toward attainment of clean air standards; and that support and assist the regulated community in complying with rules and regulations in the most efficient and cost-effective manner.

### ***Surface Transportation & Goods Movement***

Support and expand air quality policy and funding considerations relating to the implementation of state and federal surface transportation and goods movement policies and programs, including those relating to the FAST Act.

# **ATTACHMENT 5**

## **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:** March 1, 2018

**Re:** Federal Update – U.S. House of Representatives

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### **Issues of Interest to SCAQMD**

#### **General Update:**

The past month of activity on Capitol Hill has been focused on debating immigration policy, finishing the Fiscal Year 2018 spending bill, confirming a range of judicial nominees, and preparing for the Fiscal Year 2019 spending process. In concert with releasing the Fiscal Year 2019 spending proposal, the Trump Administration also released an infrastructure plan that outlines their view on how to improve our roads, ports, and waterways. The next several weeks are devoted to oversight hearings related to the infrastructure plans and the Fiscal Year 2019 budget, and consideration of banking legislation (S. 2155) authored by Senators Crapo (R-ID) and Tester (D-MT).

#### **Budget and Appropriations Update**

On February 11, 2018 the Trump Administration released a budget proposal for government funding for Fiscal Year 2019 in combination with a broad infrastructure package. This funding comes on the heels of Congress enacting legislation which set spending limits for both defense related matters and domestic programs. The Trump budget funds domestic programs levels significantly below the Congressional agreement and Congress will now be under pressure to resist the cuts to the domestic spending programs. The decision to propose cuts to the domestic spending accounts are not entirely unexpected as the Trump Administration's previous spending proposals followed a similar track with Congress rebuffing his proposals for Fiscal Year 2017. We (Cassidy) continue to work to ensure a similar result in Fiscal Year 2018 and 2019.

Below is a short summary of the Trump proposal for spending and infrastructure for Fiscal Year 2019.

#### **Environmental Protection Agency**

Overall, the Trump Administration's FY19 budget proposal for the Environmental Protection Agency requests \$6.15 billion—which would be a 23% reduction (\$2.58 billion) over current funding levels. The \$6.15 billion request includes an extra \$724 million (largely split between funding for superfund sites and the State and Tribal



Assistance Grants account for the Clean Water and Drinking Water State Revolving Funds) due to the recent passage of the Bipartisan Budget Act of 2018—but this figure is still below enacted Fiscal Year 2017 levels.

The following provides for a short review of several provisions included within EPA’s Fiscal Year 2019 budget proposal of particular interest to SCAQMD:

**Diesel Emissions Reduction Act.** The Trump Administration’s budget proposes an appropriation of \$10 million in Fiscal Year 2019—which also matches the request the Trump Administration submitted in Fiscal Year 2018 for DERA. This level is significantly below proposed funding levels in the House Interior Appropriations legislation.

**Targeted Airshed Grants.** The targeted airshed grant program—used to help localities develop plans and implement project to reduce air pollution in nonattainment areas would not receive any funding in President Trump’s Fiscal Year 2019 budget request.

**Geographic Programs.** The Environmental Protection Agency’s geographic programs—which fund a variety of clean water and environmental restoration programs in the Great Lakes, Chesapeake Bay, and Puget Sound—are largely targeted for elimination in the budget request. Overall, the Fiscal Year 2019 budget proposes \$39 million for these programs. In contrast, these geographic programs received \$476 million in Fiscal Year 2017.

**Vehicle Fuel Economy.** The fiscal 2019 proposal would eliminate funding for the EPA’s role in the implementation and compliance with greenhouse gas (GHG) emission standards for light-duty and heavy-duty vehicles developed under EPA’s Federal Vehicle and Fuels Standards and Certification program.

**Regional Offices.** The President’s budget request does not propose the consolidation and/or elimination of EPA’s regional offices. Furthermore, the budget request does not propose the creation of EPA offices in each state capitol.

**Clean Water and Drinking Water State Revolving Funds.** The FY19 proposal includes approximately \$2.3 billion for the Clean Water State Revolving Fund and Drinking Water State Revolving Fund—with the Clean Water Fund receiving \$1.39 billion and Drinking Water receiving \$863 million.

**Water Infrastructure Finance and Innovation Act.** The provision, enacted in the 114<sup>th</sup> Congress, provides the Environmental Protection Agency with the new ability to make direct loans to regionally or nationally significant water infrastructure projects. The Fiscal Year 2019 budget request supports this new program by requesting \$20 million which helps generate significant amounts of loan authority for the EPA.

## **Department of Energy**

- The President’s FY19 budget recommends a Department of Energy (DOE) total of \$29.2 billion, slightly higher than its FY18 recommendation of \$28.042 billion but lower than the FY17 omnibus levels of \$30.2 billion. Several accounts for nuclear cleanup and basic science saw significant increases in the FY19 request, while the applied energy programs would see deep cuts from FY17 levels: \$696 million for Energy Efficiency and Renewable Energy, versus \$2.209 billion in FY17
- \$757 million for Nuclear Energy, versus \$1.016 billion in FY17
- \$502 million for Fossil Energy, versus \$668 million in FY17
- \$61 million for the Office of Electricity (OE), versus \$230 million in FY17. The FY19 request creates a new Cybersecurity office, cleaving these activities from the rest of OE, and proposes funding it at \$96 million in FY19. Thus for comparison purposes, the OE+Cyber budget would total \$157 million, a 32% cut from FY17 levels.

These recommendations for applied programs are slightly higher than the proposed numbers that the Trump Administration offered in FY18. The President would also eliminate ARPA-E and the various loan programs (Indian Energy, Advanced Technology Vehicle Manufacturing, and Title XVII) entirely.

The Office of Science (SC) would be funded under the FY19 request at \$5.391 billion, almost exactly what it was provided in the FY17 Omnibus. The SC request includes a significant bump for the Office of Advanced Scientific Computing Research (ASCR) from \$619.8m (FY17) to \$899 million, in order to support exascale and quantum computing.

Other notable policy changes include a recommendation to sell off the transmission assets owned by the Power Marketing Administration (PMAs) and would repeal the \$3.25 billion WAPA emergency borrowing authority authorized in 2009. The budget proposal also hints at a new rate-setting structure for the PMAs that would include consideration of current rates versus market rates. The FY19 request includes \$120 million for Yucca Mountain and Interim Storage of nuclear waste, the same as the President's FY18 request.

### **Comprehensive Energy Bill Update:**

Chairman Lisa Murkowski (R-AK) continues to look for opportunities to advance the bipartisan energy package, S. 1460, that largely mirrors the bill that passed the Senate last Congress. The legislation has been pending on the Senate floor for months, but can be brought up at anytime by Majority Leader Mitch McConnell.

We expect that Senator Murkowski will continue to push for this legislation to be brought up as the Senate calendar allows. The prospect of moving energy legislation has been clouded by a recent proposal by the Trump Administration to open coastal areas in California and other states for oil and gas drilling. Immediately following this announcement, Interior Secretary Zinke met with Florida Governor Scott to announce that Florida would be exempted from the drilling proposal. This leaves other states seeking legislative vehicles, like an energy bill, to ban drilling from their coastal areas.

### **Infrastructure Legislation:**

In addition to proposed spending levels for federal agencies, the Trump Administration released an infrastructure plan that outlines policies to promote the development of transportation and water projects. According to press reports, President Trump would later offer support for increasing the gas tax, but it should be noted that proposal was not formally included in the infrastructure plan.

Below is a brief discussion of each new program that is included in the infrastructure proposal. Various committees of jurisdiction are beginning the process of oversight hearings on various aspects of this proposal. We (Cassidy) believe numerous opportunities to look at clean air related provisions in the upcoming months.

#### **Infrastructure Incentives Program -- \$100 billion**

An "infrastructure incentives program" which would "provide for targeted Federal investments, encourage innovation, streamline project delivery, and help transform the way infrastructure is designed, built, and maintained." This program would provide funding for surface transportation and airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, and Brownfield and Superfund sites.

"Under this program, States and localities would receive incentives in the form of grants. Project sponsors selected for award would execute an agreement with express progress milestones. Federal incentive funds would be conditioned upon achieving the milestones within identified time frames."

#### **Rural Infrastructure Program -- \$50 billion**

This program would provide funding for roads, bridges, public transit, rail, airports, and maritime and inland waterway ports; broadband and other high-speed data and communication conduits); drinking

water, wastewater, stormwater, land revitalization and Brownfields; governmental generation, transmission and distribution facilities; flood risk management, water supply, and waterways.

### **Transformative Projects Program -- \$20 billion**

The purposes of the Transformative Projects Program would include: significantly improving performance, from the perspective of availability, safety, reliability, frequency, and service speed; substantially reducing user costs for services; introducing new types of services; and improving services based on other related metrics.

### **Environmental Streamlining**

The Trump infrastructure proposal dedicates one-third of its content to environmental streamlining. The bulk of the reform proposals focus on reducing timelines for project reviews through the National Environmental Policy Act (NEPA). In addition, the proposal authorizes pilot programs through which agencies can experiment with approval procedures. Finally, the streamlining reforms make significant changes to the judicial review process to avoid project delays related to litigation.

The bulk of the NEPA reforms envisioned in the Infrastructure plan center on how federal agencies seek approval on complicated projects that span multiple regulatory systems. To this end, the specific reforms include:

- Delegating and holding accountable one agency for moving a project to approval in 21 months.
- Requiring one environmental review document and decision for projects that span multiple agencies
- Limiting federal comment on issues within their “expertise”
- Including only “feasible” alternatives in scope of alternatives considered for analysis
- Issuing new regulations related to NEPA implementation
- Clarifying and providing consistent direction across Departments and Agencies on the use of Categorical Exclusions

In addition to these broad reforms related to NEPA, the proposal also includes streamlining for specific infrastructure developments including: design-building highway contractors, developers using rail rights of way acquisitions, mitigation banking, and small telecommunication.

### **Miscellaneous Items Requiring Legislation and Judicial Review**

Finally, several of the streamlining proposal would require congressional authorization. These recommendations for amending current law include:

- Modifying language in the most recent highway bill requiring concurrence from federal agencies on transportation proposals
- Modifying FAST-41 to allow non-highway and transit projects to be eligible for the streamlining provisions provided in that legislation
- Providing blanket authorizations allowing federal agencies to accept funding for environmental and permitting reviews
- Amending Federal Power Act to prevent engagement in FERC proceedings by non-FERC agencies
- Reforming the process of approval for Clean Water Act Section 404 approval

- Changing timelines related to state approval of Section 401 Certification decisions under the Clean Water Act
- Extending tenure on National Pollutant Discharge Elimination System Permits (NPDES)
- Amending timelines in the Magnuson Stevens Act related to fishing habitat
- Amending Clean Air Act on compliance with NAAQS standards
- Amending laws requiring coordination and consultation on historic and cultural resources
- Eliminate requirement that non-GSA property disposal receipts are transferred into the Land and Water Conservation Fund
- Changing requirement that properties purchased with Land and water Conservation Fund monies include reversionary interest provisions in their title
- Providing broad authority to the Bureau of Reclamation to transfer title of facilities to non-federal entities.
- Providing broad authority to National Park Service to approve energy infrastructure rights-of-way
- Expanding delegation of authority to states beyond Federal Highway Administration and Federal Transportation administration
- Allowing states to approve right-of-way acquisitions for Federal Highway Administration

Finally, there several Judicial reform proposals included in the Infrastructure plan to accelerate project implementation. As stated, these proposals would “narrow the scope of judicial review by exemption certain actions or issues from challenge.” Specifics include:

- Limiting injunctive relief to “exceptional circumstances”
- Require litigants to file legal challenges within 150 days
- Provide certainty in claims where data justifying decision is in dispute

### **Other Items of Interest**

In early February, Senator Tom Carper (D-DE) sent a letter in EPA Administrator Pruitt regarding the impoundment of Congressionally appropriated funds by the agency. Senator Carper’s staff did an analysis of EPA spending in 2016 to 2017 on USAspending.gov and identified drastic cuts to expenditures, to levels that indicate EPA did not execute spending levels as required by Congress in FY17. (Agencies are required under the Impoundment Control Act to spend the funds Congress has allocated to them unless they grant the agency’s formal request to rescind those funds). It is of note that California saw a decrease in grants of 83.82% in 2017 from the same period in 2016. This reflects all EPA grants to California, not just air.

Also, on February 26, 2018 the EPA announced it was seeking nominations for its national Environmental Justice Advisory Council to serve a one-year terms. Nominations are due Friday, April 13.

**SCAQMD**  
**March 2018 Legislative Committee Board Meeting Report covering February 2018**  
**Kadesh & Associates**

**Overview:**

*Both the House and Senate were in session for just over two weeks in February. February was dominated with the rollout of the President's FY19 Budget on February 12, a two-year budget and appropriations deal and continued discussion of the infrastructure package.*

**Infrastructure:**

On the last day of the month the leader of the Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) said he hopes to pass a bill before Congress leaves Washington for its August recess, and if not, an option may be to vote after the election.

"We haven't passed anything in a lame-duck recently," Shuster, a Pennsylvania Republican, told reporters after speaking at a conference held by the American Association of State Highway and Transportation Officials. "Nothing is easy in Washington, D.C."

Shuster's comments followed statements by second-ranking Senate Republican John Cornyn of Texas and Senate Commerce Chairman John Thune of South Dakota casting doubt on whether the chamber will have time to pass a bill this year. The legislative process is just beginning as the Senate Environment and Public Works Committee is set to hold a hearing on Trump's plan with Transportation Secretary Elaine Chao.

Shuster said the Highway Trust Fund, which uses mostly federal gas taxes to help pay for road, bridge and transit projects, is set to become insolvent by 2021 without additional money. If no action is taken to increase funding -- Shuster supports raising the gas tax for the first time since 1993 -- he said lawmakers will suffer politically if projects back home are stalled as a result.

Democratic Representative Peter DeFazio of Oregon, the top Democrat on the House transportation panel, said his position is "show me the money" regarding additional federal dollars for projects and that it will take Trump to force the issue. "Unless Trump makes a very strong case and pushes the Republicans there will be no investment, and hence there will be no bill," DeFazio said at the conference.

The White House released Trump's long-awaited infrastructure plan on Feb. 12, a 53-page document meant to be the outline for legislation and the starting point for negotiations with lawmakers on the details. Trump surprised a group of lawmakers on Feb. 14 by saying he would support a 25-cent-per-gallon increase in federal gasoline and diesel taxes. Some Republicans have downplayed those remarks, but White House officials have said the president hasn't ruled out the option.

**Budget/Appropriations/Debt:**

Congress still has to complete and vote on a FY18 Omnibus budget package by March 23, and the House and Senate have been tied up by debates on immigration and guns without a resolution. Lawmakers

also will be turning attention to their re-election campaigns before the November congressional elections, which will decide control of Congress.

On February 8 the House and Senate cleared a new, two-year budget cap, a one-year resolution of the debt limit and passed another Continuing Resolution (CR) for government funding through March 23 which also extended spending caps would by about \$300 billion over two years.

The measure would also:

Suspend the debt limit for about one year.

Provide \$84 billion for disaster relief and provide tax relief for wildfire victims.

Extend the Children's Health Insurance Program an additional four years.

Repeal a Medicare cost-control panel known as the Independent Payments Advisory Board.

Renew a litany of expired tax provisions.

Increase support for cotton and dairy producers by modifying agriculture programs.

The Congressional Budget Office estimated that the measure's changes to mandatory spending and revenue would reduce the deficit by a net \$38.2 billion through fiscal 2027. Over an initial five-year window from fiscal 2018 through 2022, the measure would increase the deficit by \$24.3 billion, though those effects wouldn't be reflected in pay-as-you-go budget scorecards. The increased spending caps aren't reflected in that estimate because the effects will depend on future appropriations legislation.

The limit on federal borrowing would be suspended through March 1, 2019. Suspending the current limit would enable the U.S. government to continue to borrow money to pay its bills. Once the limit comes back into effect it would reflect all outstanding U.S. debt as of that date.

### ***Disaster Aid:***

The measure would provide about \$84.3 billion in emergency supplemental funding for hurricane and wildfire relief efforts.

That would be about twice as much as the White House requested in November and would omit the administration's proposed spending offsets. It would also be \$3.33 billion more than provided in a disaster aid package (H.R. 4667) that the House passed 251-169 on Dec. 21.

The measure would also increase the Medicaid funding cap for Puerto Rico and the U.S. Virgin Islands by as much as \$4.94 billion from Jan. 1, 2018, through Sept. 30, 2019, and waive local cost-sharing requirements. The bill's emergency funding would be the largest standalone total ever appropriated for disaster relief. The measure would provide several forms of tax relief to individuals and businesses affected by the California wildfires, which would be similar to the relief provided to hurricane victims in Florida, Puerto Rico, Texas, and the U.S. Virgin Islands in September under Public Law 115-63. The relief would apply to any area of California where the president had declared a major wildfire disaster from Jan. 1, 2017, through Jan. 18, 2018. The measure would modify several retirement account rules for individuals in areas affected by the California wildfires. It would allow them to:

- Take temporary withdrawals or loans of as much as \$100,000 from their retirement accounts without penalty. Withdrawals would be treated as a tax-free rollover if repaid within three years.

- Pay back loans that were already outstanding over an extra year if the repayment date was from Oct. 8, 2017, through Dec. 31, 2018.
- Recontribute withdrawals they took out for homes in the wildfire areas if they didn't ultimately buy or construct them.

Additionally, the measure would extend:

- A credit for residential fuel cell, small wind, and geothermal property for 2017 through 2021, with a phase out in 2020 and 2021.
- A special depreciation allowance for second generation biofuel plant property placed in service in 2017.
- The renewable energy production credit (Section 45) for closed- and open-loop biomass, geothermal, hydropower, marine and hydrokinetic, and municipal solid waste energy facilities that begin construction in 2017. Those facilities could also elect to claim the investment tax credit (Section 48) instead.
- The renewable energy investment credit (Section 48) for fiber-optic solar, geothermal heating and cooling, fuel cell, microturbine, combined heat and power, and small wind property facilities that begin construction after 2016 and before 2022. Some facilities would have a phase-out schedule and deadline to be placed in service.
- A deduction for as much as \$1.80 per square foot for the cost of energy efficient commercial building property in 2017.
- A special rule that allowed gains from the sale of electric transmission property pursuant to a Federal Energy Regulatory Commission restructuring policy to be realized over eight years for 2017.
- The Oil Spill Liability Trust Fund financing rate of 9 cents per barrel for 2018.

***Activities summary:***

- Analyzed and shared information on FY19 Budget proposal and FY18-19 budget and appropriations deal.
- In conjunction with SCAQMD staff, continued to pursue Rep. Ken Calvert and EPA Administrator Scott Pruitt for a joint visit to the Port of LA and Long Beach and AQMD in the first or second quarter of 2018.
- In conjunction with SCAQMD staff (and in response to Senate EPW staff), we are finalizing a list of infrastructure-related projects and technologies which can achieve SCAQMD goals and also work within legislative/executive authorizing/appropriating formats and programs.
- Continued to monitor the EPA "Glider" regulatory issue as it relates to the DERA Program and diesel truck retrofit.
- Identify and seek out cosponsors for H.R. 3682, the Blue Whales and Blue Skies Act by Rep. Lowenthal (D-CA) and H.R. 3107, the Diesel Emissions Reduction Act of 2017 by Rep. Poe (R-TX).
- Continued to monitor and pass on relevant legislation of interest to SCAQMD.
- Participated in regular conference call with subsequent follow up assignments.
- Answered specific questions from SCAQMD staff.
- Kept staff updated as to legislative changes, committee assignments and confirmations.
- Monitored and shared updates on Administration regarding budget, appropriations, Interior, EPA, transportation, and environmental policies and personnel.

###



## MEMORANDUM

**TO:** South Coast AQMD Legislative Committee

**FROM:** Carmen Group

**Date:** February 22, 2018

**Re:** Federal Update – Executive Branch

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**Trump Unveils Infrastructure Plan:** In February, the Trump Administration revealed details of its long-awaited Infrastructure initiative, coming in the form of a 53-page narrative proposal – a wish list of ideas and approaches that the President would like to see in a final legislative package that ultimately Congress will have to write and approve. The Trump plan is not set in stone, but is merely an opening pitch in a dynamic legislative process that will take months to complete even under the most optimistic of scenarios. Whether any Infrastructure bill can be passed and signed into law this year will depend largely on political considerations and other variables in advance of the mid-term elections and also possibly on what the landscape might look like in the post-election lame-duck period following the election.

Here are highlights of the Trump plan with some quick analysis:

- The Plan proposes **\$200 billion in new federal spending** on infrastructure over the next ten years, which -- together with a broad expansion of federal credit and loan programs, and a drastic streamlining of the federal permitting process -- is designed in theory to induce and incentivize an additional \$1.3 trillion in local, state and private spending for a total of \$1.5 trillion in new infrastructure investment (federal, state, local and private) over ten years.
- The Plan assumes that the \$200 billion in federal money will be **paid for with unspecified cuts in the federal budget and sales of federal assets** spread across all federal agencies. The President’s proposed FY 2019 budget, also released in February, proposes numerous specific budget cuts and some possible asset sales, all of which are untethered to the Infrastructure Plan and many of which are unlikely to win approval in Congress.
- The Plan defines “infrastructure” very broadly to include: **surface transportation (roads, bridges, public transit, etc.) plus airports, passenger rail, ports and waterways, flood control, water supply, hydropower, water resources, drinking water facilities, wastewater facilities, stormwater facilities, Brownfield sites, Superfund sites,**

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**broadband, power and electric facilities, energy-related facilities, and commercial space facilities.**

- The Plan breaks down the \$200 billion in direct federal spending in this way:
  - \$100 billion for **Incentive Grants** (DOT, EPA, Corps of Engineers)
  - \$50 billion for **Rural Infrastructure** (Block Grants to States/Governors)
  - \$20 billion for **Transformative Project Grants** (Dept. of Commerce)
  - \$14 billion for expansion of **Credit Programs** (TIFIA, WIFIA, RRIF)
  - \$6 billion for expansion of **Private Activity Bonds**
  - \$10 billion for **Fed. Capital Financing Revolving Fund** (Treasury Dept.)
- The Plan allows states to impose **tolling on Interstate highways** and **commercialization of Interstate Rest Areas**, a major break with longstanding tradition.
- The Plan includes numerous provisions to **streamline NEPA and other federal permitting requirements** with a goal to reduce the average project approval process from 10 years to 2 years.
- The Plan includes a section entitled “**Reducing Inefficiencies in Protecting Clean Air,**” which contains the following provisions:
  - Clarifies MPOs must only conform to the most recent NAAQS Standard.
  - Reduces uncertainty by establishing Motor Vehicle Emissions Budgets before requiring initial transportation conformity determinations.

Here are a few notes of things to keep in mind:

- ✓ Trump Plan is Separate from Highway/Airport Trust Funds: When most people think of infrastructure at the federal level, they think of the Highway and Airways Trust Funds and how funds are collected and distributed under these programs. The Trump Plan does not replace or even touch these programs. They stay in place as is—with the same amounts, formulas and matching fund ratios as exist in current law. All federal spending in the new Trump Plan would be in addition to these existing programs and outside the rules of these programs.
- ✓ Trump officials explaining the Plan emphasized that under current existing arrangements and laws, the Nation’s spending for all infrastructure (federal, state, local and private) breaks down to being only 14 percent federal ...with the remaining 86 percent coming from state, local and private sources. Thus, they argue that the Plan’s emphasis on incentivizing non-federal spending and decision-making -- with minimal federal support -- is in line with current realities and preferences.

- ✓ Federal/Non-Federal Matching Requirements: It is important to note that the Federal/Non-Federal match requirements do not change for projects eligible and funded under the Highway Trust Fund. But for other projects, outside the normal federal funding pipeline, including many projects that are not currently eligible for any federal funds, the Trump Plan would include these matching ratios:
  - Under the Trump Plan’s Incentive Grant program, for which there would be grant project solicitations every six months, key criteria would be that individual federal grants cannot exceed 20 percent of new revenue going to the project. Thus the project must have 80 percent of funding provided through local, state and private non-federal sources.
  - Under the Trump Plan’s Rural Infrastructure program, the ratio would be 50-50.
  - And under the Trump Plan’s Transformative Projects program, for bigger projects like high speed rail, major bridges, tunnels and combination projects, the ratios would be 30-70 (Federal-Non-federal) for the project demonstration phase; 50-50 for the planning phase; and 80-20 for the capital construction phase.
- ✓ Gas Tax Rumblings: While the new Trump Plan would not change the current 18.4-cents-per gallon federal gas tax structure for federal highway and transit projects, the President himself told members of Congress in February he is open to considering as much as a 25-cent-per-gallon gas tax increase if Congress would decide to go that route. This was translated by some as meaning that Trump was all-of-a-sudden supporting and pushing for such an increase, but in reality it was something less than that. If a gas tax increase were to gain favor in Congress, which currently seems unlikely, it would probably be in the context of shoring up the existing deficit-prone Highway Trust Fund, which is going to need some form of bailout in the next scheduled surface transportation bill due in 2020.

**Trump FY19 Budget Notes**: Also in February, the Trump Administration released its annual federal budget proposal for Fiscal Year 2019. Here are few highlights/lowlights in terms of proposed budget cuts of special interest. In almost every case, Congress is expected to disapprove of these particular proposed cuts.

Environmental Protection Agency

- ✓ DERA Grants: \$10 million -- down from \$30 mil. in 2017
- ✓ Target Airshed Grants: Eliminated -- down from \$20 mil. in 2017
- ✓ Section 103/105 Grants: \$152 million – down from \$227 mil.

Department of Transportation

- ✓ TIGER Grants Eliminated -- down from \$500 mil. in 2017
- ✓ Transit Capital Investments Gradually Eliminated -- no new projects

Department of Energy

- ✓ EERE/VTO/others Cut by 66 percent
- ✓ ARPA-E Program Eliminated

**Subcabinet Appointments of Interest:**

Environmental Protection Agency

- ✓ In February, **Holly Greaves** was confirmed by the Senate to be **Chief Financial Officer**.
- ✓ **Acting Deputy Administrator Mike Flynn** announced in February that he will retire from the agency on April 3 after a 38-year career at EPA. Meanwhile, **Andrew Wheeler**, President Trump's pick to be Deputy, has been approved in Committee, and is awaiting a confirmation vote on the Senate floor amid Democratic opposition that continues to cause delays.
- ✓ **Steven Cook** has been named to be **deputy director of the Office of Land and Emergency Management** which oversees Superfund and brownfield cleanups among other things. Cook previously was senior counsel at the chemical company LyondellBasell.

White House Council on Environmental Quality:

- ✓ In January, **Kathleen Hartnett White** of Texas, President Trump's nominee to be CEQ Chair, was forced to withdraw after it became clear she did not have the votes to be confirmed in the Senate, with several Republicans joining united Democratic opposition to her appointment. Possible replacement names being considered include **Donald van der Vaart**, a former North Carolina environmental regulator, and **Mary Neumayr**, current CEQ chief of staff and Acting Chair.

###

## **ATTACHMENT 6**



February 22, 2018

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

**FROM:** The Quintana Cruz Company

**RE:** February 2018 Report

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### **GENERAL UPDATE:**

- The deadline for bills to be introduced was Friday, February 16<sup>th</sup>
- Assembly has introduced nearly 1,600 2<sup>nd</sup> year bills as of the February 16 deadline.
- Senate has introduced over 700 2<sup>nd</sup> year bills as of the February 16 deadline.
- This year's Session will wrap up on Friday, August 31<sup>st</sup>, ending the second year of the two-year Session.
- The General Election is set for November 6, 2018.

### **POLITICAL ITEMS OF NOTE:**

- Gov. Jerry Brown has signed into law whistle blower protections for Capitol staffers. Now, legislative employees in California will have the same protections as all other state employees.
- California Assemblywoman Cristina Garcia (D-Downey) has taken a voluntary unpaid leave until further notice.
- Sen. Tony Mendoza (D-Montebello) resigned from office Thursday February 27 just prior to a Senate vote on whether or not to expel him from the body.
- Toni Atkins (D-San Diego) will become first woman to lead the California Senate as Pro Tem on March 21<sup>st</sup>.
- Assemblywoman Laura Friedman (D-Glendale), a first-term lawmaker, is among the most prominent figures in the California Capitol working to combat sexual harassment. She's not only become the Legislature's de facto point person on sexual misconduct, but is also responsible for reshaping the current harassment-reporting process that many say has failed victims.

### **COMMITTEE UPDATES:**

Cristina Garcia is no longer Chair of the SA Standing Natural Resources Committee.



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# CALIFORNIA ADVISORS, LLC

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SCAQMD Report  
California Advisors, LLC  
March 9, 2018 Legislative Committee Hearing

## **General Update**

February 16, 2018 was the bill introduction deadline for the final year of the 2017-18 legislative session. Starting this month, policy and budget committees are beginning to hold public bill hearings.

This year, the Senate introduced over 700 and the Assembly introduced nearly 1,600 new pieces of legislation, bringing the two-year combined total bill introductions by both houses to nearly 5,300. We are monitoring and/or negotiating approximately 30 pieces of legislation in addition to the 2018-19 budget bill, subsequent budget revisions, and pending trailer bills.

Hot topics this year so far include sexual harassment, statewide wildfire impacts, IOU liquidity, and electrification of the transportation sector. Looming in the background is the likelihood that California is entering another protracted drought period after a one-year reprieve. We are working hard to perpetuate the momentum from last year's focus on criteria pollutants and air quality as we seek continuous sources of funding essential to hit South Coast region air quality targets.

## **Resignation of Senator Tony Mendoza**

On February 22, 2018 Senator Tony Mendoza submitted a letter of resignation after a multi-hour Senate floor session comprised mostly of highly contentious Republican and Democratic caucuses. Senate Pro Tem Kevin de Leon introduced SR 85 that, if approved by the Senate, would have expelled Senator Mendoza. This would have been the first expulsion of a Senator since 1905, when four senators were removed for accepting bribes.

Senator Mendoza is not planning to exit quietly. Although the Senate Rules Committee completed an investigation of Senator Mendoza that included fifty-one interviews with forty-seven witnesses, Senator Mendoza wrote in his resignation letter that he refuses to "participate any further in the farcical "investigation" against [him] that ignores the Senate's own rules, invents processes, criteria and standards as needed, ignores due process and constitutional rights to self-defense all for the purpose of playing to election year politicking." He is planning to move forward with a lawsuit against the Senate.

On February 23, 2018, former Assembly Member Rudy Bermudez announced his candidacy for Senator Mendoza's former seat.

## **Assembly Natural Resources**

Assembly Member Cristina Garcia's voluntary leave of absence left the Assembly Natural Resources committee without a chair. Assembly Member Al Muratsuchi has been appointed interim chair. However, the general consensus is that he will not remain as chair of the committee even if Assembly Member Garcia's leaves the Assembly.

## **2018 Legislative Priorities**

### **2018-19 Budget Items**

Senate or Assembly Budget committee hearings have not yet started. We are in ongoing conversations with legislative leadership, the Governor's office, and key members and staff in both the Senate and Assembly regarding multiple budgetary issues. These include ongoing funding for the implementation of AB 617 (Garcia, 2017), the proposed transfer of the tire fee from the Carl Moyer Program to the Department of Fish and Wildlife, continuous appropriations of GGRF funds for incentive programs, and exploring the creation or tapping of other potential funding sources and programs.

### **Authorization to utilize electronic communications for public notices**

The Senate Environmental Quality Committee is assembling a committee bill that is expected to include the authorization for the South Coast Air Quality Management District to utilize electronic communications in lieu of paper mail with regard to public notices for public hearings and workshops.

## **SB 1 Funding Update: Trade Corridors Enhancement Program (TCEP)**

SB 1 provides an ongoing source of state funding dedicated to freight-related projects by establishing the new Trade Corridor Enhancement Account (TCEA). The TCEA will provide approximately \$300 million per year in state funding for projects which more efficiently enhance the movement of goods along corridors that have a high freight volume. The 2017-18 Budget combines the funds in this account with existing federal freight funding for the California Transportation Commission to fund trade corridor improvements.

The Commission adopted guidelines and issued a call for project applications for the Trade Corridor Enhancement Program at its October 18, 2017 meeting. The Commission intends to adopt a Program of Projects in May 2018.



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

**Anthony D. Gonsalves**

**Jason A. Gonsalves**

**Paul A. Gonsalves**

PROFESSIONAL LEGISLATIVE REPRESENTATION

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Email: gonsalves@gonsalvi.com

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

**FROM:** Anthony, Jason & Paul Gonsalves

**SUBJECT:** Legislative Update – February 2018

**DATE:** Thursday, March 1, 2018

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As you know, the Legislature reconvened the 2018 Legislative Session on Wednesday, January 3, 2018. During the first month back, the Legislature had more than 1,600 2-year bills to consider from the 2017 legislative session. In addition, the Legislature introduced over 2300 bills (about 1600 in the Assembly and over 700 in the Senate) prior to the February 16, 2018 deadline to introduce new legislation. A vast majority of those bills are currently intent bills (spot bills) that will be amended over the next month. The California Constitution requires all legislation to be in print for 30 days prior to being heard in a Legislative Committee. We will continue to monitor and track all legislation and amendments of interest to the District.

### **AB 617 IMPLEMENTATION**

On February 26, 2018, the California Air Resources Board (CARB) announced the availability of \$5 million in grant funding as part of a new program to support the implementation of Assembly Bill 617. As you know, AB 617 establishes a new community-based framework to improve air quality and reduce exposure to toxic air pollutants in California communities most impacted by air pollution.

As an initial step, the Community Air Grants Program is seeking proposals up to \$500,000 from local groups. Grants are designed to help community-based organizations participate in the AB 617 process and build capacity to become active partners in identifying, evaluating and ultimately reducing exposure to harmful air emissions. Funding may cover a range of activities from holding community events and community data collection to education. Applications will be accepted through April 12.

The Community Air Grants Program is part of California Climate Investments, a statewide initiative that puts billions of cap-and-trade dollars to work, particularly in disadvantaged communities.

In August 2017, CARB established the Office of Community Air Protection (OCAP) to oversee the Community Air Protection Program and prioritize and expedite air quality improvements in California's most polluted communities. The program involves targeted and coordinated efforts by CARB, local air districts and communities to help transform the state's approach to addressing local air pollution.

During the fall and winter, CARB conducted extensive outreach throughout the state to inform the development of a draft framework for the overall program. As part of outreach efforts, CARB convened the AB 617 Consultation Group, which consists of 25 members representing key groups including environmental justice groups, local air districts, academic institutions, health agencies and industry.

Earlier this month, CARB staff released a concept paper outlining key elements of the draft framework:

- Identifying and selecting impacted communities
- Statewide strategies for reducing emissions and exposure
- Criteria for community emissions reduction programs
- Criteria for community air monitoring

This month CARB is inviting the public to participate in technical summits in Oakland, Bakersfield and Riverside to discuss the framework in depth. Following those meetings and additional stakeholder input, CARB plans to issue a draft framework later this spring. A final framework is expected to be considered by the Board in September.

We will continue to keep the SCAQMD Board and staff apprised as the issue progresses.

## **VW ENVIRONMENTAL MITIGATION**

The Volkswagen (VW) Environmental Mitigation Trust provides about \$423 million for California to mitigate the excess nitrogen oxide (NOx) emissions caused by VW's use of illegal defeat devices in certain diesel vehicles. The Trust is a component of partial settlements with VW and is enumerated in the first of two Partial Consent Decrees. The Trust provides funding opportunities for specified eligible actions that are focused mostly on "scrap and replace" projects for the heavy-duty sector, including on-road freight trucks, transit and shuttle buses, school buses, forklifts and port cargo handling equipment, commercial marine vessels, and freight switcher locomotives.

California must develop and submit to the Trustee, Wilmington Trust, N.A., a Beneficiary Mitigation Plan before the State can expend any funds from its allocation of the Trust. The Plan will describe the eligible mitigation actions from the list specified in the Consent Decree that will be funded from the Trust. SB 92, passed in June 2017, further directs how California's Mitigation Trust funds are to be spent. The legislation directs the designated Lead Agency for the Mitigation Trust to ensure that at least 35% of



California's allocation benefit low-income or disadvantaged communities that are disproportionately impacted by air pollution. It also requires the Lead Agency to strive to ensure that the expenditures align with the state's priorities and provide for public transparency before approval. CARB has been designated as Lead Agency to act on the State's behalf in implementing California's allocation of the VW Environmental Mitigation Trust.

The Beneficiary Mitigation Plan will be developed through a public process. CARB is holding public workshops between February 26 and March 8, 2018, in 6 different locations throughout the State. One of the upcoming workshops will be held at SCAQMD headquarters on Wednesday, March 7, 2018.

At the workshops, CARB staff will discuss and seek input on the following:

- Recommended eligible mitigation action categories to be funded.
- Recommended allocation ranges for each proposed category.
- Emission reduction quantification and estimates.
- Administrative process for implementation.

We will continue to keep the SCAQMD Board and staff apprised as the issue progresses.

### **Governor Brown Meets with Canada Prime Minister Trudeau**

On February 9, 2018, Governor Brown Jr met with Prime Minister of Canada, Justin Trudeau, where the two leaders pledged to expand cooperation on climate action, trade and criminal justice reform.

The Governor and Prime Minister discussed the importance of getting more zero-emission vehicles on the road, increasing cooperation between U.S. states and Canadian provinces ahead of this year's UN Climate Change Conference (COP24) and Canada's participation in the Global Climate Action Summit, which will be held in San Francisco this September.

The meeting builds on the long-standing cooperation between California, Canada and a number of Canadian provinces to combat climate change. Additionally, last year, Governor Brown met with the Premiers of Quebec and Ontario and signed an agreement officially integrating their cap-and-trade programs. California along with the states of Oregon and Washington and the province of British Columbia are members of the Pacific Coast Collaborative, a pact formed to strategically align policies to reduce greenhouse gases and promote clean energy.

### **GOVERNOR'S APPOINTMENTS**

On February 1, 2018, The California High-Speed Rail Authority announced it has hired Brian Kelly as their new CEO, replacing Jeff Morales who left the post in June 2017. Kelly was the Secretary of the California State Transportation Agency since its inception in 2013.

With Kelly's departure at the California State Transportation Agency, the governor has appointed Brian Annis as Secretary of the State Transportation agency. Annis has served as undersecretary at the agency since 2013.

On February 20, 2018, Governor Brown reappointed Frances Inman to the California Transportation Commission where she has served since 2010.

Lastly, on February 27, 2018, Governor Brown reappointed John Capitman to the San Joaquin Valley Unified Air Pollution Control District Governing Board, where he has served since 2014.

## **2018 LEGISLATIVE DEADLINES**

**Jan. 3** Legislature reconvenes.

**Jan. 10** Budget must be submitted by Governor.

**Jan. 12** Last day for **policy committees** to hear and report to **fiscal committees** fiscal bills introduced in their house in the odd-numbered year.

**Jan. 19** Last day for any committee to hear and report to the **Floor** bills introduced in that house in the odd-numbered year. Last day to submit **bill requests** to the Office of Legislative Counsel.

**Jan. 31** Last day for each house to pass **bills** introduced in that house in the odd-numbered year.

**Feb. 16** Last day for bills to be introduced.

**Apr. 27** Last day for **policy committees** to hear and report to fiscal committees **fiscal bills** introduced in their house.

**May 11** Last day for **policy committees** to hear and report to the Floor **nonfiscal** bills introduced in their house.

**May 18** Last day for **policy committees** to meet prior to June 4.

**May 25** Last day for **fiscal committees** to hear and report to the **Floor** bills introduced in their house. Last day for **fiscal committees** to meet prior to June 4.

**May 29-June 1 Floor session only.** No committee may meet for any purpose except for Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.

**June 1** Last day for each house to pass bills introduced in that house.

**June 4** Committee meetings may resume.

**June 15** Budget Bill must be passed by midnight.

**June 28** Last day for a legislative measure to qualify for the Nov. 6 General Election ballot.

**June 29** Last day for **policy committees** to hear and report **fiscal bills** to fiscal committees.

**July 6** Last day for **policy committees** to meet and report bills.

**Aug. 17** Last day for **fiscal committees** to meet and report bills.

**Aug. 20-31 Floor session only.** No committee may meet for any purpose except Rules Committee.

**Aug. 24** Last day to **amend** on Floor.

**Aug. 31** Last day for each house to pass bills. **Final Recess** begins on adjournment.



# South Coast Air Quality Management District

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## ATTACHMENT 7

### **HOME RULE ADVISORY GROUP**

**Wednesday, January 10, 2018**

### **MEETING MINUTES**

#### **CHAIR:**

Dr. Joseph Lyou, Governing Board member

#### **MEMBERS PRESENT:**

Nan Harrold (Orange County Waste & Recycling); Bill La Marr (California Small Business Alliance); Dan McGivney (Southern California Gas); Terry Roberts (American Lung Association of California); David Rothbart (Los Angeles County Sanitation District); Patty Senecal (Western States Petroleum Association); Larry Smith (Cal Portland Cement); and Susan Stark (Andeavor).

The following members participated by conference call: Rongsheng Luo (SCAG); Bill Quinn (California Council for Environmental & Economic Balance); and Amy Zimpfer (EPA).

#### **MEMBERS ABSENT:**

Mike Carroll (Regulatory Flexibility Group); Michael Downs (Downs Energy);-Jaclyn Ferlita (Air Quality Consultants); Art Montez (AMA International); Penny Newman (Center for Community Action and Environmental Justice); Larry Rubio (Riverside Transit Agency); Kristen Torres Pawling (County of Los Angeles, Chief Sustainability Office); and TyRon Turner (Dakota Communications).

#### **OTHER ATTENDEES:**

Mark Abramowitz (Board Consultant to Dr. Lyou) and Johnny Raymond (CARB).

#### **SCAQMD STAFF:**

Philip Fine	Deputy Executive Officer
William Wong	Principal Deputy District Counsel
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 NOVEMBER 2018 MEETING MINUTES**

Dr. Lyou asked for comments on the November 8, 2017 meeting minutes. Bill La Marr noted a minor correction needed on page five, Clean Community Program should be Clean Communities Program. With the correction noted, the meeting minutes were approved and finalized.

## **EPA AND FEDERAL ACTIVITIES**

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

### **SCAQMD Related Actions**

- In December 2017, EPA completed the distribution of the ozone designation letters to state governors to begin the 120-day notification process on designated nonattainment areas for the 2015 ozone standards. For California, EPA concurred with the state recommendation and South Coast Air Quality Management District (SCAQMD) will be included as a nonattainment area. Comment letters are due by February 5, 2018.
- In December 2017, a third round of State designation recommendations was completed for the 2010 Sulfur Dioxide (SO<sub>2</sub>) National Ambient Air Quality Standard (NAAQS). For California, EPA agreed with the state recommendation to be designated as attainment/unclassifiable for the 2010 1-hour Sulfur Dioxide Standard.
- In December 2017, a letter was submitted to approve the adequacy of the motor vehicle emissions budgets in the 2016 PM<sub>2.5</sub> South Coast Serious Area Plan and a Federal Register notice was also published on January 5, 2018. This action will allow transportation planning to move forward with budgets outlined in the South Coast Air Quality Management Plan (AQMP).
- Other components of the SCAQMD AQMP under review are the 2016 PM<sub>2.5</sub> Plan, for possible action in the spring of 2018, and the Ozone plan for possible action before the end of the fiscal year.
- There were no challenges received for the recently approved reasonably available control technology (RACT), with RECLAIM components, so the approval stands.
- There have been ongoing meetings with SCAQMD as changes are being made to RECLAIM rules 2001 and 2002, and EPA expects these meetings to continue.
- EPA is working with CARB to withdraw SCAQMD Rule 1420.2 as a contingency measure.
- EPA continues to work with the Ports of Los Angeles and Long Beach and community members to develop a contract for a case study on the Clean Air Action Plan. They expect the study to be completed by fall 2018.

### **Federal Update**

- On October 16, 2017, the Administration proposed the repeal of the Clean Power Plan (CPP) and, in accordance with the Executive Order, there has been a review to determine if it exceeds the authority delegated to EPA by Congress. There will be three additional CPP repeal public listening sessions in 2018. The formal notice will be released in the next couple of weeks.
- On December 28, 2017, the Administration released an advance notice of proposed rulemaking for a Clean Power Plan replacement guidelines. This notice does not propose any regulations but asks for input. Comments are due by February 26, 2018.
- Carbon pollution standards for new electric generating units are under review and no action has been taken to propose any revisions.
- The Administration has announced its review of the 2016 standards for the Oil and Gas New Source Performance Standards (NSPS).
- In 2017, EPA granted reconsideration of certain aspects of the 2016 landfill methane rules for new and existing landfills.
- The 2014 National Air Toxics Assessment (NATA) comprehensive review is ongoing, with the anticipated public release in the summer of 2018.
- The Federal Government continues to operate under a continuing resolution, which expires January 19, 2019. Funding is beginning to flow for Section 103 grants allocations, Diesel

Emission Reduction Act (DERA) grant awardees are expected to be announced in the next couple of weeks and some additional funding is expected in the next six months.

### Discussion

Dr. Lyou indicated that he would be willing to provide comments to EPA on the Port of Los Angeles and Long Beach case study. Ms. Zimpfer replied she would make sure that he was part of this.

Rongsheng Luo inquired if there was a federal register notice for the 2015 Ozone NAAQS. Ms. Zimpfer replied that a notice was issued and that she could provide the link to the site.

<https://www.regulations.gov/document?D=EPA-HQ-OAR-2017-0548-0065>

Dr. Philip Fine inquired about the timing of when California's Ozone designation would be effective. Ms. Zimpfer indicated that EPA concurred with the State's recommendation, but there is a public comment period where additional data can be presented. Dr. Fine inquired if the effective date would be in the spring of 2018. Ms. Zimpfer answered yes. Dr. Lyou asked about the significance of this. Dr. Fine indicated that this would start the clock for the next AQMP and will also establish the attainment deadline.

Dan McGivney inquired if the anticipated funding is for DERA or EPA. Ms. Zimpfer replied that it would be for DERA, but they would not know for sure until they get a budget.

Bill La Marr inquired about a political appointee for Region IX. Ms. Zimpfer replied that Region IX is the only Region without a Regional Administrator, and Alexis Strauss continues to serve as the Acting Regional Administrator.

### **CARB REGULATORY ACTIVITIES**

Johnnie Raymond provided an update on recent CARB regulatory activities.

- There is no Board Meeting scheduled for January 2018, but it sets the stage for the 50<sup>th</sup> anniversary celebration at the February 8, 2018 Board hearing.
- CARB's February Meeting will include the following items:
  - Presentation by the Executive Office to identify priorities for the agency; and
  - Phase 2 Greenhouse Gas Regulations (GHG) for medium- and heavy-duty engines and vehicles.
- Recent updates to activities from 2017:
  - December 2017 Board Meeting:
    - Approved \$663M in clean transportation incentives for clean cars, trucks, and buses with monies from the Cap-and-Trade auction proceeds, the Volkswagen settlement, the Air Quality Incentive Program and the Zero/Near Zero Emission Warehouse Program; and
    - Approved the 2017 Climate Change Scoping Plan, the strategy for achieving California's 2030 greenhouse gas target, and also the ongoing work to include AB 617.
  - Updated the Pollution Mapping Tool to include toxics.

### Discussion

David Rothbart inquired if there is a process to follow with the local District to get the pollution mapping tool information updated, since his staff has seen some discrepancies. Mr. Raymond requested that his staff work directly with the inventory staff at each of the District's and David Edwards (917.323.4887) at CARB is spearheading the updating of the inventory. Dr. Fine indicated that if SCAQMD staff could be advised of discrepancies, we can help to sort out discrepancies.

Bill Quinn commented that over the past year they have worked closely with David Edwards on the mapping tool, and wanted to acknowledge him and his team's willingness to identify and fix problems.

Dr. Lyou indicated that an item to add to CARB's list of accomplishments is the certification of the Cummins Westport 12-liter natural gas engine. He offered congratulations on getting that done.

## **LEGISLATIVE UPDATE**

Philip Crabbe provided a recap of the December 8, 2017 Legislative Committee meeting.

### Federal Legislative Issues

SCAQMD's federal legislative consultants each provided a written report on various key Washington, D.C. issues, and they also provided verbal updates as well.

It was reported that a continuing budget resolution was passed by Congress that lasted through December 22, 2017, and that tax reform appeared to be on its way to completion. *UPDATE: We know the tax bill passed and the government has still been operating under a short-term budget extension, with the current continuing resolution is set to expire on January 19, 2018.*

The U.S. EPA proposal to repeal provisions that apply to the heavy-duty truck phase 2 emissions standards to the glider industry was discussed. A public hearing was held to receive public comment on this issue, during which SCAQMD staff, including our Executive Officer, Wayne Nastri, participated and testified. It was noted that an estimated 60 other individuals and groups testified, mostly in opposition to the U.S. EPA proposal, due to the negative impact on emissions that it would have.

SCAQMD staff met with the new U.S. EPA Assistant Administrator for Air and Radiation, Bill Wehrum in Washington. Also, Susan Bodine was just recently confirmed by the U.S. Senate as the U.S. EPA's Assistant Administrator for Enforcement and Compliance Assurance.

U.S. EPA on November 30, 2017 issued a final rule on the renewable fuel standard, which sets the volume requirements for ethanol, biofuel, biodiesel and how much of those should be blended into the fuel supply. This issue draws strong interest because it pits the farm states against the oil states. Through the rulemaking, U.S. EPA split the difference and neither side appeared fully happy with the result.

An update relating to the EPA Administrator, Scott Pruitt's testimony before the U.S. House Energy and Commerce Committee was provided. Two California congressional members raised questions relating to issues of interest to SCAQMD during the hearing. It was noted that Administrator Pruitt did not commit to maintaining the California waiver, and when asked about states' rights, he commented that one state cannot dictate to the rest of the country.

It was reported that the U.S. House is preparing a \$4.4 billion wildfire relief package for Northern California, so it is possible that there may be a future effort to help Southern California on this same issue through similar funding. And since air pollution is such a big consequence of these wildfires, SCAQMD will look for opportunities to help address related air quality issues within the South Coast region.

### State Legislative Issues

SCAQMD's state legislative consultants provided written reports on various key issues in Sacramento and gave verbal updates as well.

It was noted that the Legislature returned from recess on January 3, 2018 and that former Speaker of the Assembly, Senator Toni Atkins will be the next President Pro Tem of the State Senate. It was noted that she will be the first female Pro Tem in the state's history. It was recently determined that Senator Atkins will be sworn in on March 21, 2018. Consequently, some changes in the Senate leadership team and in committees is expected, but many of the committee chairs will likely stay the same.

The expectation is that everything will start shifting over to Senator Atkins, due to current Senate President Pro Tem Kevin de Leon's focus on running for U.S. Senate.

Finally it was reported that the ongoing conversation about sexual harassment would likely continue for the next year or so, and that it will continue to be a hot topic and at the forefront in the Legislature. Assembly Members Raul Bocanegra and Matt Dababneh have already resigned, and Senator Tony Mendoza has taken a leave of absence pending an investigation. Assembly Member Sebastian Ridley-Thomas also resigned.

### Action Item

The only action item taken up at the Legislative Committee was the recommendation of 2018 State and Federal Legislative Goals and Objectives.

It was stated that both the State and federal legislative goals and objectives focus on:

- Seeking increased funding sources for clean air programs that protect public health and ensure attainment of state and federal air quality standards, particularly incentive programs that support the 2016 AQMP;
- Working to ensure that the state and federal governments do their fair share to reduce air pollution by providing legislative funding, and regulatory support to the SCAQMD to implement the 2016 AQMP and meet national air quality standards by upcoming deadlines;
- Supporting policies and funding that promote the development and deployment of zero and near-zero emission infrastructure, equipment and vehicles;
- Protecting and ensuring adequate SCAQMD authority for implementation of the Governing Board's clean air policies and programs, as required by state and federal law, including the 2016 AQMP;
- Supporting legislation, policies and administrative actions that encourage job retention and creation, and promote economic growth, while working toward attainment of clean air standards; and
- Supporting legislation and funding to promote environmental justice initiatives to reduce localized health risks from criteria pollutant and toxic air emissions, while developing and expanding access to clean air technology that directly benefits disproportionately impacted communities. In particular, this includes securing the necessary resources to fully implement local air districts responsibilities created by AB 617.

Overall, the Legislative Committee adopted staff's recommended position to APPROVE this item. The next Legislative Committee meeting will be January 12, 2018.

### Discussion

Bill Quinn reported that the Governor just released the proposed state budget, and noted that he will make his recommendation for the use of the Greenhouse Gas Reduction Fund (GGRF) monies in the 2018 State of the State Address.

### **UPDATE REGARDING LITIGATION ITEMS AND RELATED EPA ACTIONS**

William Wong provided an update to the litigation status report meeting handout.

- New Case – A demurrer was filed and a demurrer hearing is scheduled for January 12, 2018.
- Case #10 – The court has found that there was no evidence of a Board consideration of the changes made in the rule and the Board approved taking the appeal on that decision.
- Case #12 – The hearing was continued to January 31, 2018.

### **SUBCOMMITTEE STATUS REPORTS**

#### ***A. Freight Sustainability (Dan McGivney)***

An update was provided on the following items:

- To add to Dr. Lyou's report about CARB's certification of the Cummins Westport 12-liter natural gas engine, in addition to meeting the 0.02 standard it was also certified at 0.01; and
- CARB has released their proposal for the Innovative Clean Transit Rule.

Dr. Lyou added that the Annual State of the Port of Los Angeles is January 11, 2018 and the Annual State of the Port of Long Beach is January 19, 2018. In addition, the SCAQMD is expected to provide an update on Facility-Based Measures in March 2018. Dr. Fine added that there are working group meetings in mid-January and it is going to Mobile Source Committee in February 2018.

#### ***B. Small Business Considerations (Bill La Marr)***

An update was provided on the following item.

- Mr. La Marr indicated in 2017 he was approached by CARB's Chairman's office to serve on their Small Business Opportunities Advisory Panel, and last week he was notified that he been approved as a Small Business Advisor to the Panel.

Dr. Lyou commented that at the January 2018 SCAQMD Governing Board meeting, the Board approved the release of a Request for Proposals for emissions mitigation, and encouraged Mr. La Marr to provide a copy of the RFP to the members of CARB's Small Business Opportunities Advisory Panel and other small businesses.

#### ***C. Environmental Justice (Curt Coleman)***

Susan Stark indicated that the AB 617 implementation, community selection and emission reduction plans is an ongoing SCAQMD effort.

Dr. Phil Fine indicated that the first big task for SCAQMD is community identification and a nomination report that will be provided to CARB by August 2018. SCAQMD is currently working on the technical analysis to define communities and the related criteria to be considered for prioritization. An outreach plan is also being developed, including meetings within communities for input on the selection process.

### Discussion

Bill La Marr inquired if staff is looking at the census tract data such as MATES, or at political boundaries. Dr. Fine responded that staff is looking at a variety of factors, such as CalEnviroScreen, the grid-based environmental justice and MATES modeling data, as well as other



data sources. When SCAQMD goes out to the communities, preliminary assessments will be provided for their feedback, along with other factors for their consideration and prioritization.

Dan McGivney inquired if the District, in the initial nomination round, is looking to nominate certain areas or environmental justice communities. Dr. Fine indicated SCAQMD will look to nominate a list of communities with prioritization for the next few years. Dan McGivney also inquired if it was a two-fold process to develop the community selection criteria and then to identify the communities that match up. Dr. Fine indicated that technical data is being evaluated for a possible rank or score, but there is also a subjective component that needs to be considered. Dan McGivney further inquired if this information will go to CARB and asked about the criteria at other Air Districts. Dr. Fine indicated Air Districts will have their own evaluation criteria because they will not have the same data sets and priorities.

David Rothbart asked about the possibility of a competition between the Districts for CARB's community selections. Dr. Fine indicated this is an active discussion at CAPCOA, but it is difficult to determine at this point what the priorities will be. David Rothbart further inquired if the District felt strongly about a community, would they be an advocate for that particular community or would the community need to go to CARB. Dr. Fine replied that he could see this happening, because of the difficulty to get 100 percent consensus on all aspects and that communities will have the option to nominate themselves. Dr. Lyou added that CARB is creating an Advisory Group, where communities can go to CARB directly.

Susan Stark asked if mobile source emissions and railroads are also being folded into the process. Dr. Fine explained how the MATES studies cover these areas.

Bill La Marr inquired if an Air Quality Management Plan (AQMP) will be developed for communities that need emission reductions. Dr. Fine indicated that a community emission reduction plan will need to be developed, and the state will provide guidance on what these plans must contain. Bill La Marr also inquired if these plans have to be in place before anything goes forward. Dr. Fine replied no, and provided an outline of the associated tasks and when a community emissions reduction plan might be needed. Mr. La Marr further inquired if there was a sunset on the funding from CARB. Dr. Lyou replied yes and indicated that the funds need to be spent or encumbered by June 30, 2019. Bill La Marr further inquired if SCAQMD and a community elected to go forward with a community emission reduction plan, would this decision be based on the number of stationary sources within the community or boundaries and would the sources of the emissions be identified. Dr. Fine indicated that SCAQMD is moving quickly on community identification, using the information that we have. Once communities are prioritized, there will be monitoring or a plan developed, or possibly both. Emissions data from the community or area will be used to determine where emissions reductions are needed and a community emissions reduction plan will be designed based on this information. This information will then go to the SCAQMD Governing Board for their approval. Dr. Lyou added that there will also be guidance from CARB on what should be in the plans.

Patty Senecal asked for additional information on the CARB Advisory Board, the selection process, who is on it and when it will start. Dr. Lyou indicated that there is a preliminary list but was unsure if it was made public. Bill Quinn indicated that Janet Whittick/CCEEB is on this Committee and the information was sent to their membership. Dr. Lyou asked for the list to be sent to Ann Scagliola, to be circulated to the Home Rule members.

***ACTION ITEM** – AB 617 Consultation Group Members List provided by Bill Quinn and forwarded to the Home Rule Advisory Group membership on January 16, 2018.*

Larry Smith inquired about the separation of money for staff and the program enforcement. Dr. Lyou indicated that there was additional money set aside for needed AB 617 implementation staffing. Dr. Fine outlined the anticipated SCAQMD program staffing impacts.

Dan McGivney asked about the possibility of continued data evaluations, and for a community emissions reduction plan that revealed that the emissions came from a source outside of the selected community. Dr. Fine responded that CARB would have guidance on these situations.

**D. Climate Change (David Rothbart)**

It was reported that the latest Scoping Plan was approved in December 2017 by CARB.

**REPORT FROM AND TO THE STATIONARY SOURCE COMMITTEE**

Dr. Philip Fine provided a recap of items on the January 2018 agenda.

- Concurrence requested from the committee on the addition of Dr. Clark E. Parker, Sr. to the Home Rule Advisory Group membership. *(After the meeting it was decided that this request should go to the Administrative Committee for approval instead);*
- Presentation on new BACT guidelines;
- Contract to implement the Consumer Rebate Program for compliant furnaces;
- Updates on proposed amendments to Rules 1111 and 408;
- Updates on proposed Rule 120; and
- Update on tBac.

Discussion

Susan Stark asked what the decision was on tBac. Dr. Fine indicated that OEHHA finalized their cancer potency factor and direction is needed from the committee on how to proceed. Mark Abramowitz added that it was determined that it was toxic, and that they made some minor modifications.

**DRAFT 2017 ACCOMPLISHMENTS AND 2018 GOALS & OBJECTIVES**

Dr. Lyou asked for comments on the provided Home Rule Advisory Group 2017 Accomplishments and the 2018 Goals and Objectives. Hearing none, the reports were approved.

There was also a discussion of topics of interest for future 2018 meetings.

- AB 617 – will become a standing item under the Environmental Justice update, with specific areas of interest on the following items:
  - CARB versus SCAQMD roles
  - Local agencies interaction and engagement with implementation
  - Emission reporting requirements at the state and local levels
- Facility-Based Measures – SCAQMD and CARB approaches
- Enforcement Issues (Federal Regulations, Title V)
- Portable Low-Cost Air Quality Sensors
- Alternative Technology Infrastructure
  - Charging and Fueling Station Developments and Activity
  - Small Business Implementation
- Local Government Initiatives

- Update on the Port of Los Angeles/Long Beach case study on the Clean Air Action Plan  
*(possibly at the September or November meeting)*

**OTHER BUSINESS**

There were no comments.

**PUBLIC COMMENT**

There were no comments.

**ADJOURNMENT**

The meeting was adjourned at 11:28 a.m. The next meeting of the Home Rule Advisory Group is scheduled for 10:00 a.m. on March 14, 2018, and will be held at SCAQMD in Conference Room CC-8.