AB 197 January 4, 2017
Mary Nichols Testimony

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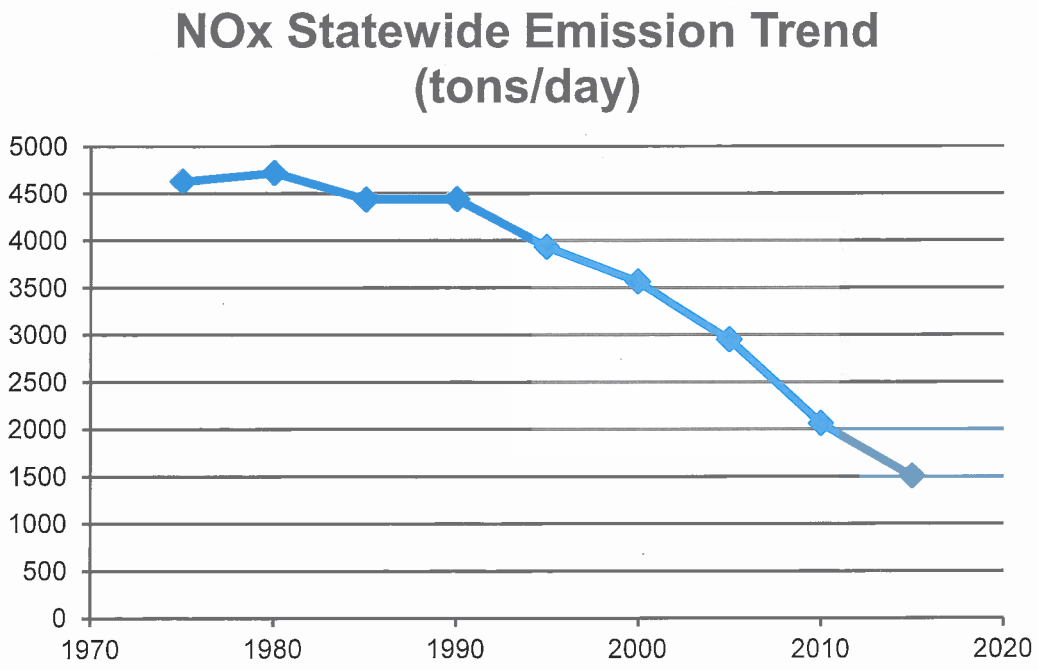
Air Quality Successes – Criteria Pollutants

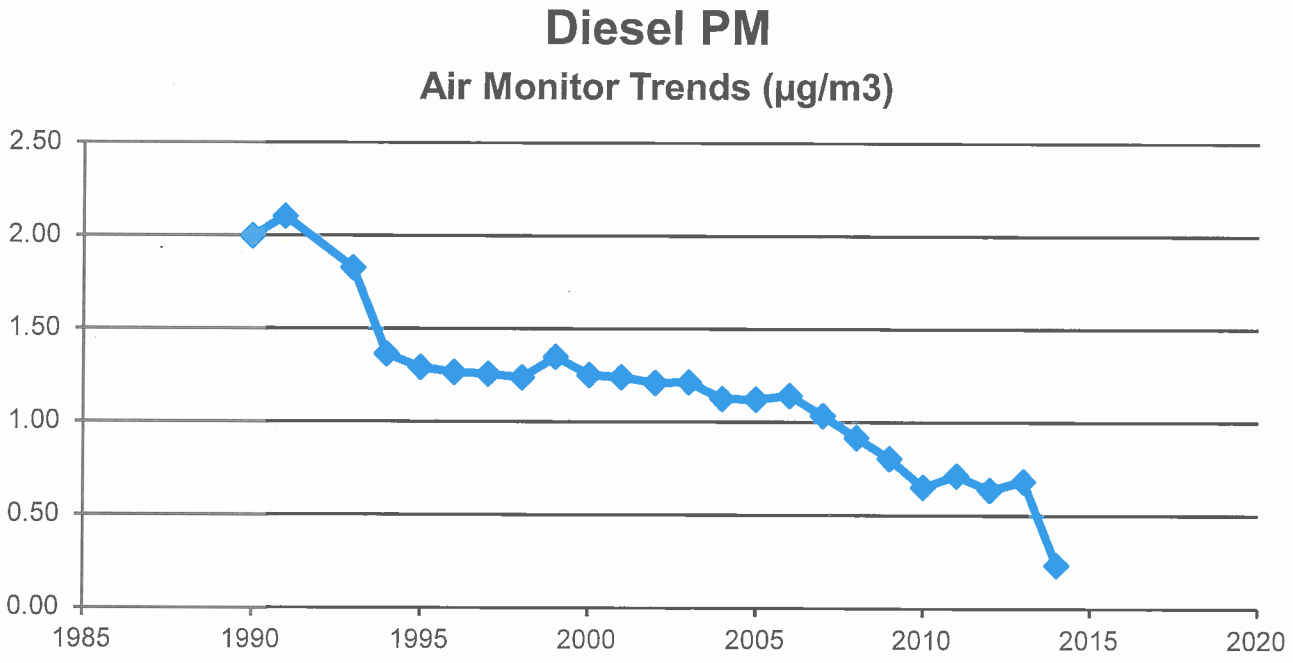
- NOx air monitor trends show nearly 70% reductions since the 1970s
- Reductions are due to improvements in vehicle efficiency and advancements in stationary source engine and stack technologies



**Total NOx combines NO2, NO, and additional species (so it is higher than NO2 alone)*

Air Quality Successes – Diesel PM

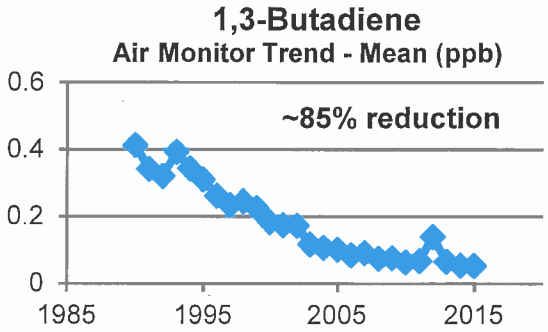
- **Diesel PM shows over 85% reduction since 1990**

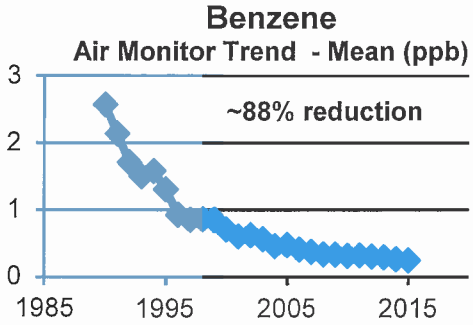


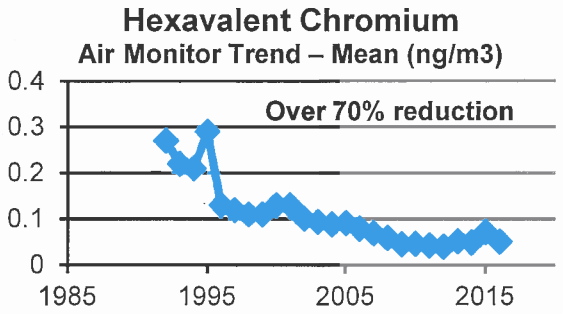
**Ambient levels of Diesel PM are modeled based on an EPA/ARB methodology.*

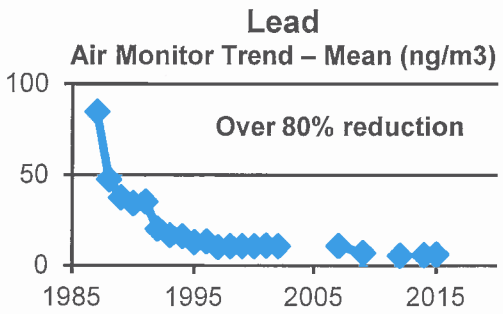
Air Quality Successes – Toxic Air Contaminants

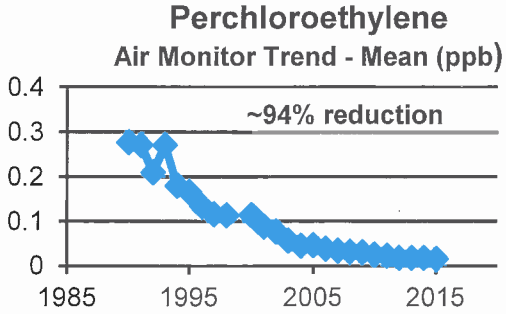
- Substantial statewide toxic air contaminant reductions have occurred since the early 1990s due to Federal (Clean Air Act), State (Air Toxics Control Measures) and local air district regulations (stationary source reductions).

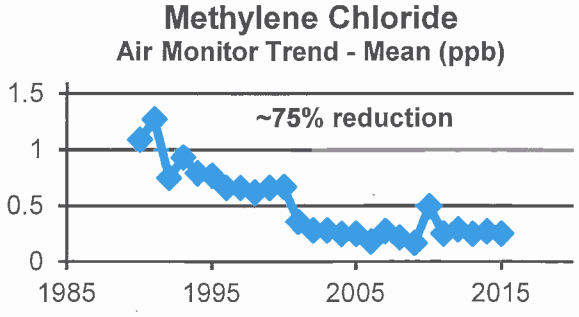






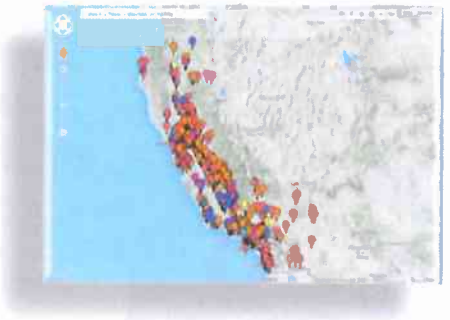


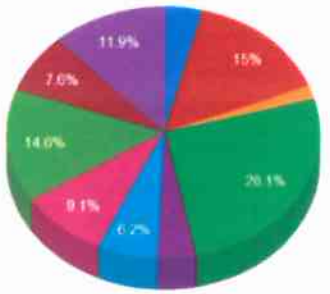


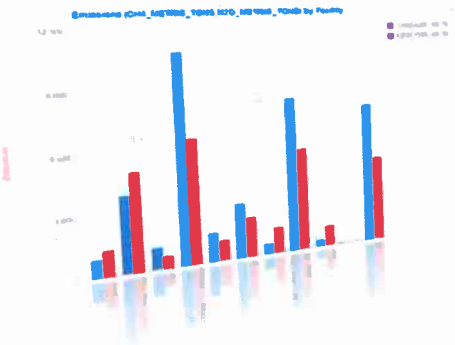


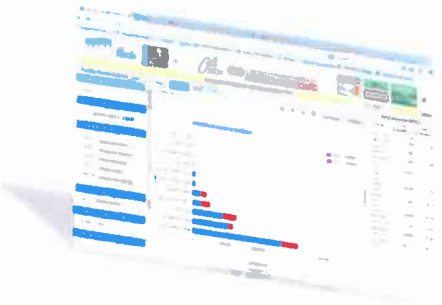
Integrated Emissions Inventories: CARB Pollution Mapping Tool

- Enables the public to query, view, and analyze emissions of GHG, criteria air pollutants and toxic air contaminants from large facilities
- Users can find facilities and associated emissions at the state, regional, local and community levels
- Presents emissions data in maps, charts and tabular formats

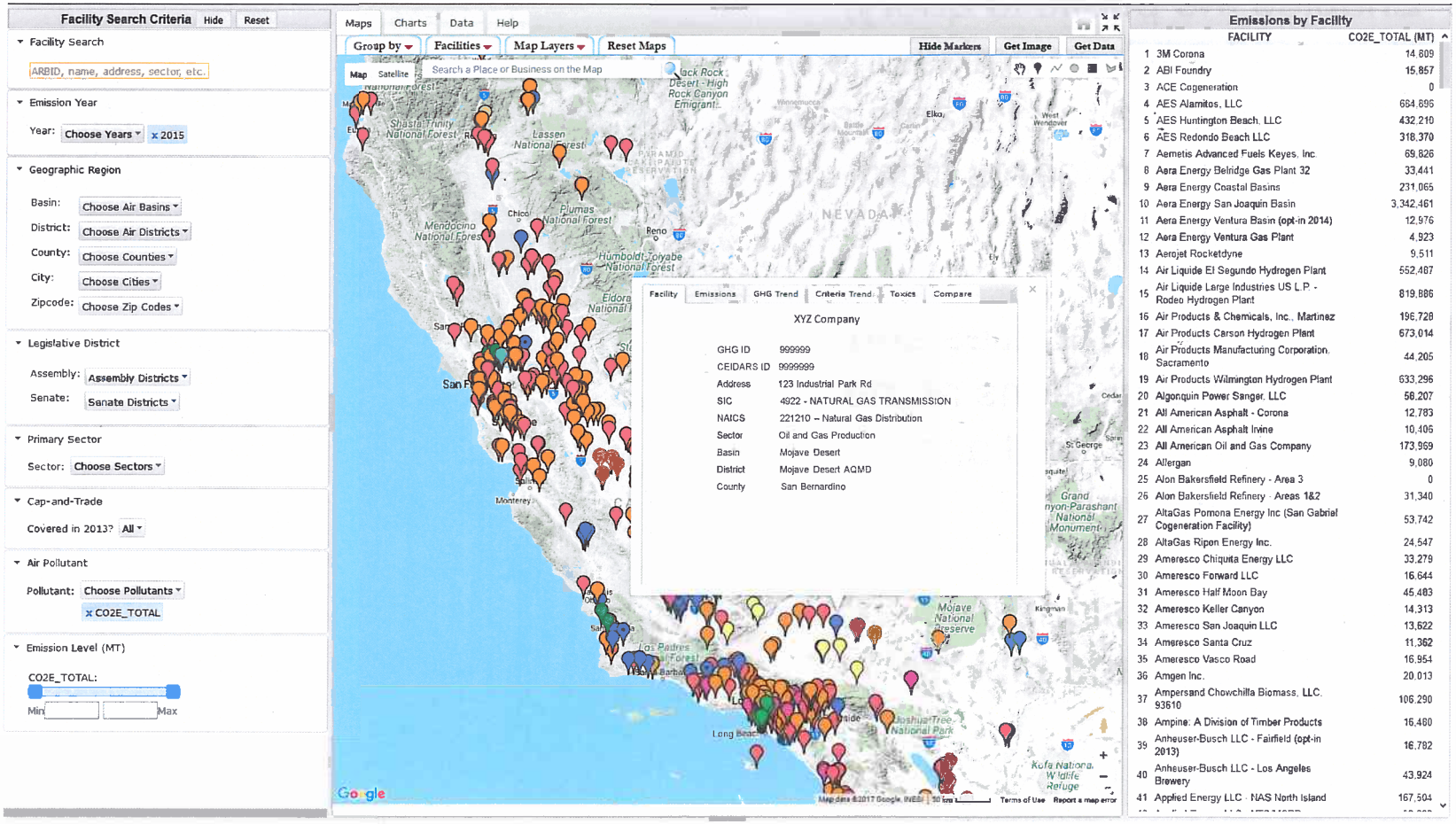




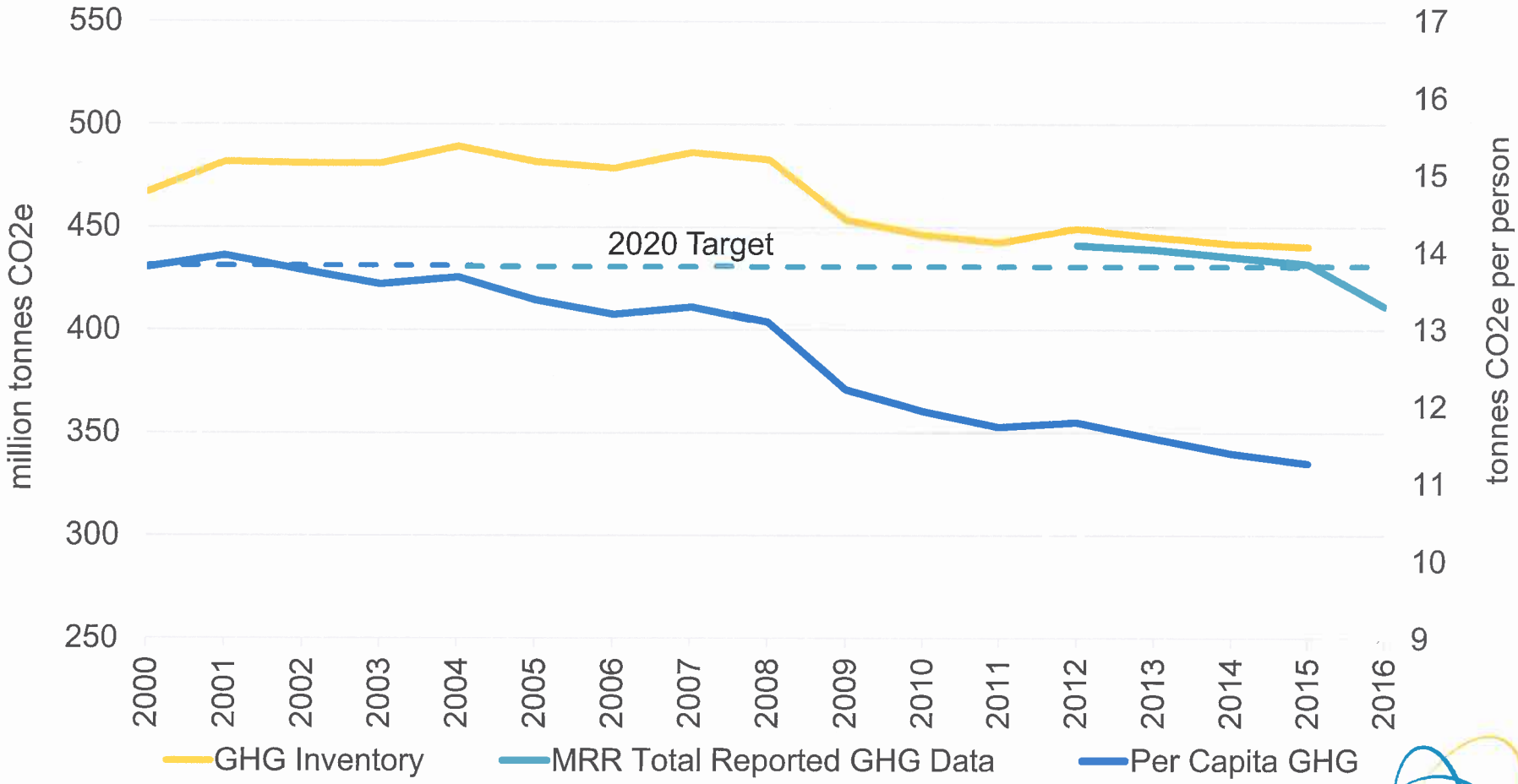




CARB Pollution Mapping Tool: User Interface



GHG Emissions Trends



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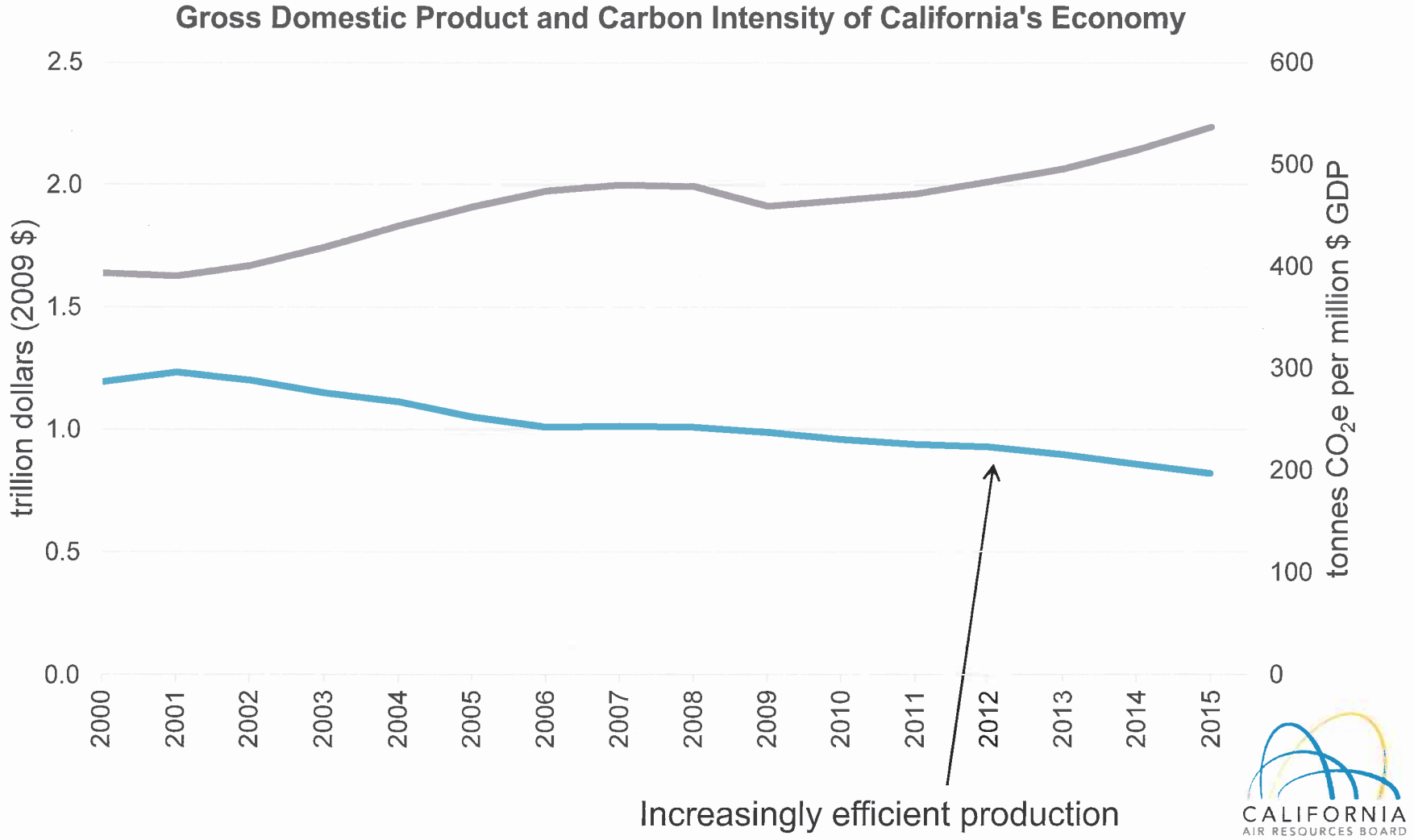
California's Economy is Growing



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Scoping Plan Strategy: A suite of complementary measures

- SB 350 - increase renewable energy and energy efficiency
- SB 1383 - Short-Lived Climate Pollutant Plan
- Mobile Source Strategy - help State achieve its federal and state air quality standards
- Enhanced Low Carbon Fuel Standard
- Sustainable Freight Action Plan
- SB 375 – support sustainable community development
- Post-2020 Cap-and-Trade Program

Based on an evaluation of alternatives and an uncertainty analysis, this suite of policies has the highest certainty of achieving the 2030 target

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Alternatives Considered

- No Cap-and-Trade (Prescriptive Regulations)
  - Need new statutory authority
  - Fewer options to minimize leakage and higher cost than Scoping Plan
- Carbon Tax
  - No firm emissions limit and difficulty in setting right price to incent reductions
  - Difficult to make up unrealized reductions
- All Cap-and-Trade
  - No enhancement to LCFS may impede transportation fuel diversification
- Cap and Tax
  - Highest direct costs resulting in loss of industry, jobs, and GDP

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Key Points Summary

- This plan provides an achievable path for reaching the State's 2030 GHG target
- 2030 target is a milestone on the way to achieve greater reductions needed to stave off the catastrophic impacts of climate change
- We need to continue to evaluate and incorporate additional opportunities to reduce GHGs, criteria, and air toxics emissions as they become cost-effective and technologically feasible
- Implementation of the SP measures must not disproportionately impact low-income communities
- Continue to monitor, adjust, and enforce existing air quality programs, in addition to implementing AB 617

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Reporting and Oversight

Ongoing monitoring and reporting provides opportunities for public input, Board feedback, and adjustments if needed

- CARB annual Greenhouse Gas Inventory (data) and annual Mandatory GHG Reporting Data
- Annual status report to the Board on Scoping Plan implementation
- Update to AB 32 Scoping Plan at least once every 5 years (written report)
- SB1018 (written reports)
  - Semi-annual update on key climate programs
  - Semi-annual report on actions proposed by WCI, Inc.
  - Annual fiscal report on prior fiscal year
  - Annual report on resources by major program area

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Reporting and Oversight, cont.

- AB 197
  - Annual informational report by CARB Chair on emissions covered by Scoping Plan
- AB 398
  - Annual report by the Independent Market Advisory Committee on environmental and economic performance of relevant climate policies
  - Annual report by the Legislative Analyst Office on the economic impacts and benefits of specified greenhouse gas emissions targets

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Federal Inaction Impacts Achieving Climate and Air Quality Goals

- Emission standards for cars, trucks, trains and off-road equipment
  - needed to reduce greenhouse gases and other pollutants that impact air quality and health
  - necessary for increasing number of zero-emission vehicles
  - Federal action in many sectors is key as many vehicles not originally purchased in California.
- Performance standards to ensure in-use vehicles operate at their cleanest levels

Federal Inaction Impacts Achieving Climate and Air Quality Goals

- The combination of the revocation of California's Federal Clean Air Act waiver and atrophied federal action on mobile sources could increase California's NOx emissions by almost 75 tpd by 2035