



## Follow-up to the February 22, 2016, Joint Oversight hearing on California Air Resources Board Air Quality and Emissions Reduction Programs As They Relate to the Transportation Sector

Wednesday, August 10, 2016  
1:30 p.m. ♦ State Capitol, Room 4202

### Background

**Purpose of the hearing:** The purpose of today's hearing is to review data presented by the California Air Resources Board (ARB) on five of their transportation-sector programs in response to the Assembly Transportation Committee and the Senate Transportation and Housing Committee's earlier request for program oversight information and to ensure program data can be used by the Legislature so that it can conduct proper program oversight on ARB programs.

**Background:** The mission of ARB is to promote and protect public health, welfare, and ecological resources through the effective and efficient reduction of air pollutants in recognition and consideration of the effects on California's economy. To achieve this mission, ARB reportedly set goals that include providing safe, clean air to all Californians, protecting the public from exposure to toxic air contaminants, reducing California's emission of greenhouse gases (GHGs), providing leadership in implementing and enforcing air pollution control rules and regulations, and providing innovative approaches for complying with air pollution rules and regulations.

In February of this year, the Committees held a joint oversight hearing. The purpose of that hearing was to inform committee members of the vast array of transportation-related programs within ARB's purview. Specifically, the Committees sought to learn, for each of ARB's transportation sector programs, the following:

- What is mandate for the program, statutory or otherwise?
- How is the program funded and at what level?
- What are the outcome goals for the program? For example, if the program is related to AB 32, what specific amounts of GHG emissions are expected to be reduced by the program?

- How do the specific program performance measures compare to the specific goals?
- What were the programs costs to achieve the outcome?

The February hearing was intended to be a straightforward oversight of ARB's transportation-related programs and to lay the groundwork for more thorough program-specific discussions in the future. The February hearing, however, was far from satiating, due primarily to the lack of available data. For example, the Committees were unable to ascertain what benefits were realized for any given program or what the expenditures were for individual programs.

Since February, ARB has worked diligently to respond to the Legislature's requests for more and better data. Today's hearing will review specific program data provided by the ARB for five of its major transportation-related programs: the Zero Emission Vehicle Program, the Clean Vehicle Rebate Project, the Enhanced Fleet Modernization Program and Plus-Up Program, the Truck and Bus Regulation Program, and the Low Carbon Fuel Standard. A copy of the matrix provided by ARB is enclosed. (See REVISED MATRIX)

Today, ARB will present the data they have compiled for these programs and the Legislative Analyst's Office will be asked to evaluate whether or not the data is sufficient for the Legislature to adequately evaluate the cost-effectiveness of these programs. The ARB will collect this information for the remaining transportation-sector programs over the next several months and will have the opportunity to present the data at future hearings convened by this Committee next session. At that time, the Committee will have the opportunity to delve more deeply into individual transportation-sector programs.