

STATE CAPITOL  
P.O. Box 942849  
SACRAMENTO, CA 94249-0064  
(916) 319-2064  
FAX: (916) 319-2164

DISTRICT OFFICE  
879 W. 190<sup>th</sup> Street, Suite 920  
GARDENA, CA 90248  
(310) 324-6408  
FAX: (310) 324-6485

E-MAIL  
Assemblymember.Gipson@assembly.ca.gov



# Assembly California Legislature

Mike A. Gipson  
Democratic Caucus Chair  
Assemblymember, Sixty-Fourth District

**COMMITTEES**  
DEMOCRATIC CAUCUS, *CHAIR*  
AGING AND LONG TERM CARE  
BUSINESS AND PROFESSIONS  
GOVERNMENTAL ORGANIZATION  
INSURANCE  
REVENUE AND TAXATION

**SELECT COMMITTEES**  
INFECTIOUS DISEASES IN HIGH RISK  
DISADVANTAGED COMMUNITIES, *CHAIR*

---

## AB 302 – South Coast Heavy-Duty Truck Rule (*Amended 4/17/2017*)

---

### PURPOSE

Assembly Bill (AB) 302 seeks to support the South Coast Air Quality Management District (SCAQMD) in its effort to improve air quality and comply with ozone standards established by the US Environmental Protection Agency.

### BACKGROUND

In 2008, the US EPA established an 8-hour ozone standard that set a benchmark for air quality across the nation. With an 8-hour standard of 75 parts per billion, (a measure of pollution in the atmosphere) the South Coast Air Basin (SCAB) was designated as being in “extreme” nonattainment. The degree of nonattainment reflects how far away the region is from being aligned with the federal standards, with “extreme” nonattainment being considered the worst. After this designation, SCAB was given until July 20, 2032, to come into compliance.

Since then, the SCAQMD has set up a plan, along with a series of board directives focused on mobile sources of emissions, to ensure it continues to make progress towards coming into compliance with the federal attainment standard. Of these directives, two were focused on heavy-duty on road vehicles: ***MOB-7 Accelerated Penetration of Partial Zero-Emission and Zero-Emission Light-Heavy- and Medium-Heavy-Duty Vehicles*** and ***MOB-8: Accelerated Retirement of Older On-Road Heavy-Duty Vehicles***.

Emissions from heavy-duty diesel mobile sources continue to represent a significant and increasing portion of the emissions inventory in SCAB. The two primary pollutants

resulting from diesel fuel combustion are particulate matter (PM) and oxides of nitrogen (NO<sub>x</sub>).

In 2015, SCAQMD released a report which concluded that around 68% of the carcinogenic risk associated with breathing local air can be attributed to diesel particulate emissions. Diesel engines also emit significant quantities of NO<sub>x</sub>, which is a precursor to ozone and secondary particulate matter formation. Additional control on diesel engine emissions is essential for attainment of ozone and PM ambient air quality standards, as well as mitigating its toxic air quality impact.

### EXISTING LAW

Current law, ***Section 40447.5 of the Health and Safety Code***, authorizes SCAQMD governing board to adopt rules and regulations that require specified operators of public and commercial fleet vehicles consisting of 15 or more vehicles, to purchase vehicles that are capable of operating on clean-burning alternative fuels.

### SUMMARY

AB 302 seeks to provide SCAQMD with legislative authority to initiate a local rule to require the accelerated purchase and use of near-zero and zero emission heavy duty on-road vehicles for public fleets within SCAB.

### SPONSOR

- Natural Gas Vehicle Coalition

### CONTACTS

Jay Jefferson  
[Jay.Jefferson@asm.ca.gov](mailto:Jay.Jefferson@asm.ca.gov)  
Office of Assemblymember Mike Gipson  
(916) 319 – 2064