Green House Gas Emissions Reductions
Prior Legislation

The Path to AB 32

California's path to AB 32 involves at least 20 years of legislative efforts at making climate change and emissions reductions a state priority. Many laws have been enacted to address climate change related issues. Several of these laws involved additional reporting and a few attempted the creation of a greenhouse gas emissions inventory even before the landmark passage of AB 32. More recently several Executive Orders have been issued seeking broader directives and solutions at reducing GHG emissions.

Below is a list of key legislation and events that led up to the adoption of AB 32:

SB 2297 (Rosenthal) Chapter 1546, Statutes of 1988: Required the South Coast Air Quality Management District (SCAQMD) to establish a pilot program to encourage the increased the use of clean-burning fuels for governmental and private organizations. (Sunset extended every few years – current sunset 2010).

SB 4420 (Sher) Chapter 1507, Statutes of 1988: Directed the California Energy Commission to study the potential impacts of global climate change trends on the state, including implications for energy supply and demand and impacts on the economy, environment, agriculture, water supplies, and the transportation system.

World Event: The Intergovernmental Panel on Climate Change (IPPC) was established in 1988 by two United Nations organizations, the World Metrological Organization and the United Nations Environment Programme, to evaluate the risk of climate change brought on by humans. The first report completed in 1990 (served as the basis for the United Nations Framework Convention on Climate Change) and followed with reports in 1995, 2001 and 2007.

SB 2766 (Sher) Chapter 1705, Statutes of 1990: Authorized the use of motor vehicle registration fees to fund programs to reduce air pollution from motor vehicles in non-attainment regions of the state.

World Event: In 1992, the U.N. Framework Convention on Climate Change (FCCC) created an international environmental treaty during the United Nations Conference on Environment and Development (Earth Summit) in Rio de Janeiro. The treaty aimed at reducing emissions of greenhouse gas in order to combat global warming. The treaty created a non-binding list of protocols that set emissions limits by participating nations. United State's ratified this treaty.

SB 1941 (Sher) from 1997 – Vetoed: Attempted to require the CEC and ARB to develop a green house gas emissions inventory and public outreach. Would have required an inventory update every five years starting in 2000.

SB 1253 (Sher) from 1999 – Vetoed: Identical to SB 1941 (Sher) vetoed in 1997.

World Event: In 1997, Kyoto Protocol an amendment to the FCCC international agreement on greenhouse gas reductions. United States and Australia did not ratify the agreement. China and India ratified the agreement but were provided exemptions as developing nations effectively negating their obligation in Kyoto.

SB 1571 (Villaraigosa) Chapter 923, Statutes of 1999: Created the Carl Moyer Memorial Air Standards Attainment Program for the purpose of providing grants to offset the incremental costs of projects to replace high-emission, heavy-duty diesel engines with cleaner models.

SB 1771 (Sher) Chapter 1018, Statutes of 2000: Created the California Climate Action Registry, a non-profit organization to establish emissions baselines against which future greenhouse gas emissions reduction requirements may be applied. Encouraged voluntary actions to increase energy efficiency and reduce greenhouse gas emissions as a way for businesses to adopt early non-regulatory efficiency and reduction measures. Created the Climate Change Advisory Committee.

SB 527 (Sher) Chapter 769, Statutes of 2001: Authorized the ARB to impose administrative civil penalties as an alternative to judicially imposed civil penalties for violations of vehicular and non-vehicular emissions standards.

AB 1493 (Pavley) Chapter 200, Statutes of 2002: Requires the ARB to adopt regulations to reduce the emissions of greenhouse gases by motor vehicles (legal status pending outcome of lawsuit)

SB 812 (Sher) Chapter 423, Statutes of 2002: Expands the responsibilities of the California Climate Action Registry to adopt protocols for the reporting and certification of GHG reductions. Made it explicit that reforestation projects can play a role in sequestering carbon.

National Event: 2004, West Coast Governors' Global Warming Initiative that includes California, Oregon, and Washington jointly agree on recommendations for GHG emissions reduction measures.

Executive Order S-03-05 – June 2005: Established the following greenhouse gas reduction targets:

- By 2010, reduce GHG emissions to 2000 levels
- By 2020, reduce emissions to 1990 levels
- By 2050, reduce emission 80% below 1990 levels

Ordered the Secretary of Cal-EPA to report to the Governor and the State Legislature by January 2006 and biannually thereafter on progress made toward meeting the greenhouse gas emission targets established by the order.

Ordered the Secretary to report to the Governor and the State Legislature by January 2006 and biannually thereafter on the impacts on California of global warming, including impacts to water supply, public health, agriculture, the coastline, and forestry, and shall prepare and report on mitigation and adaptation plans to combat these impacts.

AB 32 (Nunez & Pavley) Chapter 488, Statutes of 2006: Enacts the California Global Warming Solutions Act of 2006, which requires the ARB to reduce California GHG emissions to 1990 levels by 2020.

By June 30, 2007 the ARB shall publish a list of discrete early action GHG emission reduction measures that can be implemented prior to 2012.

By 2009 the ARB shall prepare a scoping plan for achieving the maximum technologically fesible and cost-effective reductions in GHG emissions by 2020.

By 2011 the ARB shall adopt GHG emission limits and emission reduction measures by regulation, to become operative by 2012, to achieve the maximum technologically feasible and cost-effective reductions in GHG emissions.

The ARB may establish a system of market-based declining annual aggregate emission limits applicable from January 1, 2012 to December 31, 2020, that it determines will achieve the maximum technologically feasible and cost-effective reductions in GHG emissions.

Governor's Executive Orders on GHG emissions reductions and Recent Actions:

Executive Order S-20-06 – October 2006: After AB 32 was signed into law the Governor issued an order designating the Secretary of Cal-EPA (Secretary) as the statewide leader for California's GHG emission reduction programs.

Portions of the Executive Order:

- The Secretary shall create a Market Advisory Committee of national and international experts to make recommendations to the ARB on or before June 30, 2007, on the design of a market-based compliance program.

- The ARB shall work with the Secretary and the Climate Action Team to bring both regulatory measures and market-based mechanisms forward on a concurrent and expeditious schedule.

- The ARB shall collaborate with the Secretary and the Climate Action Team to develop a comprehensive market-based compliance program with the goal of creating a program that permits trading with the European Union, the Regional Greenhouse Gas Initiative and other jurisdictions. The ARB shall consider recommendations of the Market Advisory Committee in the development of the market-based compliance program.

The Secretary will oversee the transition of the greenhouse gas emission inventory development responsibilities and the California Climate Action Registry

responsibilities from the CEC to the ARB.

The ARB in coordination with the Secretary shall work with the California Climate Action Registry to develop reporting and reduction protocols, including reporting and reduction protocols for local governments and agriculture, and shall support the California Climate Action Registry efforts to develop a multi-state registry.

The ARB shall consult with the PUC and the CEC as they develop regulations that will affect electricity and natural gas providers in order to avoid duplicative or inconsistent regulatory requirements. The Secretary of will facilitate and coordinate these efforts.

The Secretary shall coordinate with the Climate Action Team to develop a plan by June 1, 2008, based on input from the Economic and Technology Advancement Advisory Committee, that will incentivize investment and compliance, enhance research and development and demonstrate GHG emission reduction technologies through a variety of options including, but not limited to: research tax credits, monetary and non-monetary incentives, public/private partnerships investment tax credits, and accelerated depreciation.

Recent Governor Actions:

February, 2007, Governor Schwarzenegger joins with the Governors of Arizona, New Mexico, Oregon and Washington to sign an historic memorandum of understanding that commits these five western states to jointly develop a regional greenhouse gas emissions cap and a market-based trading system in our region.

May 2007, Governor Schwarzenegger meets with Utah Governor Huntsman to discuss GHG emissions reductions.

Climate Change: Reports

Over the years, state agencies have prepared a number of reports dealing with greenhouse gasses and climate change. The major reports are described below.

Pursuant to SB 4420 (Sher) Chapter 1507, Statutes of 1988, the California Energy Commission (CEC) created the first greenhouse gas inventory in 1990 and issued a report entitled "**1991 Global Climate Change: Potential Impacts and Policy Recommendations**".

The main recommendations of the report are:

- Promote energy-efficient technologies and strategies in the residential, commercial and industrial sectors. Develop and integrate renewable energy into the electricity system. Promote high-efficiency gas generation technologies.

- Expand markets for low-emission alternative fuels and vehicles. Promote research and development on biomass-based alcohol fuels. Reduce vehicle miles traveled in personal vehicles through improved and expanded transportation alternatives. Broadening land use planning to incorporate long-term transportation needs and promote strategies for better transportation management.

- Improve forestry, solid waste and recycling, and livestock management.

- Account for environmental externalities in assessing the cost of energy production resource planning, and procurement.

In 1997, a follow-up report and evaluation of the state's progress was released by the CEC entitled "**1997 California Global Climate Change: Greenhouse Gas Reduction Strategies for California**". The report evaluated the state's progress on significant policy recommendations and strategies adopted in the 1991 Report for all energy-economic sectors, and updated and improved the analyses of strategies to reduce greenhouse gas emissions. The report also looked at economic sectors that produce most of the state's methane, the second most important greenhouse gas, and discusses strategies to decrease its effects.

The 1997 report made recommendations similar to the 1991 report:

- Continue energy efficiency programs in all sectors, including electricity generation;

- Further develop and integrate renewable energy resources into electricity supplies;

- Promote transportation energy efficiency strategies.

Specific recommendations from the 1997 report also included:

- Promote high-efficiency gas (HEG) generation technologies
- Fund renewable resources development and commercialization during transition to a market-driven economy
- Continue development and promotion of clean, alternative fuel vehicles
- Continue alternative fuel vehicle infrastructure development
- Use biomass to produce transportation fuels
- Employ forestry management for carbon sequestration
- Manage solid waste for methane and CO2 reductions
- Manage livestock for methane emissions reductions

In 1998 the **greenhouse gas inventory** was updated again. The report is to be updated every five years starting after the 2002 report

In 2003 the **California Energy Action Plan** included the need to mitigate climate change in addressing California's ongoing energy planning. The Plan also encouraged companies that invest in energy conservation and resource efficiency to register with the state's Climate Change Registry.

Additionally in 2003, the CEC issued "**Climate Change and California**" a report prepared in support of the 2003 Integrated Energy Policy Report (IEPR). The climate change report proposed many other strategies for the state to consider, including

- Develop adaptation measures to reduce the impact of future climate changes.
- Improve our ability to predict California's changing climate.
- Develop, commercialize, and export clean energy technologies.
- Shift demand towards goods and services with less GHG emissions.
- Increase public education and outreach efforts on climate change.

The 2005 **Integrated Energy Policy Report** contained a section dedicated to Climate Change and listed a broad range of observations and options to consider:

- Emission reductions are needed from multiple sectors of the California economy to achieve the Governor's targets.

- Cost-effective reductions are possible (less than $10 to $20 per ton) by 2010, but costlier options will be needed to achieve the 2020 target.

- Some options face technical or economic barriers or policy or political hurdles, which need to be overcome to fully realize the greenhouse gas reduction benefits.

- Performance-based incentives should be implemented for the adoption of new technologies that are not yet cost effective. Examples include concrete houses, and the use of net metering for methane digesters.

- A cap and trade program should be regional or national in design. A cap and trade program at the state level or focused on a single sector has inherent limitations.

- Emission performance standards and fuel or carbon performance standards are the most direct approach to reducing greenhouse gas emissions from motor vehicles.

- State policies should empower consumer choices of low- or no-emission fuels, vehicles, and transportation options.

In March of 2006, Governor Schwarzenegger's Climate Action Team released its final **report to the Governor and Legislature** covering a wide array of information and outlining market-based options for the state. The report discussed design choices that needed to be further evaluated prior to adoption of a market based program. The report discussed all possible emission reduction implementation options that were considered by the Climate Action Team, including market-based options. It also covered a broad assessment of the economic implications of state actions to reduce climate change emissions as well as the potential impacts on minority and low-income communities.

The report contained a long list of measures which could yield short and long term GHG emission reductions:

- Forest management & conservation
- Appliance efficiency standards
- Smart land use and intelligent transportation
- Hydrofluorocarbon reduction strategies
- Achieve 50% statewide recycling goal
- Use of biodiesel blends
- Off-road electrification
- Port electrification

The latest report is the Air Resources Board's **Early Action Draft Report**, a requirement of AB 32. The draft report lists three discrete early action items, which they believe are the most cost-effective and technologically feasible solutions to have enacted by 2010.

1) Low carbon fuel standard
2) Reduction in hydrofluorcarbon emissions from non-professional servicing of motor vehicles.
3) Improved landfill methane capture.

The Climate Action Registry (the Registry)

The California Climate Action Registry (the Registry) was established by California statute (SB 1771 by Senator Sher, Chapter 1018, Statutes of 2000) as a non-profit voluntary registry for greenhouse gas (GHG) emissions. The purpose of the Registry is to help companies and organizations with operations in the state to establish GHG emissions baselines against which any future GHG emission reduction requirements may be applied.

The Registry encourages voluntary actions to increase energy efficiency and decrease GHG emissions. Using any year from 1990 forward as a base year, participants can record their GHG emissions inventory.

The State of California, in turn, will offer its best efforts to ensure that participants receive appropriate consideration for early actions in the event of any future state, federal or international GHG regulatory scheme. Registry participants include

businesses, non-profit organizations, municipalities, state agencies, and other entities.

The Registry has developed a General Protocol and additional industry-specific protocols which give guidance on how to inventory GHG emissions for participation in the Registry: what to measure, how to measure, the back-up data required, and certification requirements.

When organizations become participants, they agree to register their GHG emissions for all operations in California, and are encouraged to report nationwide. Both gross emissions and efficiency metrics will be recorded. The Registry requires the inclusion of all direct GHG emissions, along with indirect GHG emissions from electricity use.

The Registry requires the reporting of only CO2 emissions for the first three years of participation, although participants are encouraged to report the remaining five GHGs covered in the Kyoto protocol (CH4, N2O, HFCs, PFCs, and SF6). The reporting of all six gases is required after three years of Registry participation.

Specific Registry responsibilities include the following:

- Enable the voluntary recording of GHG (greenhouse gas) emissions in a consistent, certified format.
- Qualify third-party organizations that have the capability to certify reported baseline emissions.
- Maintain a record of all certified GHG emissions baselines and emissions results.
- Adopt industry-specific reporting metrics.
- Encourage voluntary actions to increase energy efficiency and reduce GHG emissions.
- Provide participants with referrals to approved providers for technical assistance and advice on programs to monitor, estimate, calculate, report, and certify GHG emissions; establish emissions reduction goals; and improve energy efficiency.

- Recognize, publicize, and promote participants.
- Recruit broad participation from all economic sectors and regions of the state.
- Biennially report to the Governor and Legislature on Registry successes and challenges.
- Provide additional services for participants such as workshops, training seminars, and "best practices" exchanges

Air Resources Board Early Action Draft Summary

ARB received more than 70 suggestions from stakeholders for early action measures.

Staff is proposing that ARB actively pursue 36 separate measures during calendar years 2007, 2008 and 2009.

The ARB has broken up the recommendation into three groupings

GROUP 1: Discrete Early Action Measures
GROUP 2: Additional Greenhouse Gas Reduction Strategies
GROUP 3: Criteria and Air Toxic Control Measures

Three new GHG-only regulations are proposed to meet the narrow legal definition of "discrete early action greenhouse gas reduction measures"

- These include the Governor's Low Carbon Fuel Standard,
- reduction of refrigerant losses from motor vehicle air conditioning maintenance, and
- increased methane capture from landfills.

These actions are estimated to reduce GHG emissions between 13 and 26 $MMTCO_2E$ annually by 2020 relative to projected levels. If approved for listing by the Governing Board, these measures will be brought to hearing in the next 12 to 18 months and take legal effect by January 1, 2010.

- ARB is *initiating* work on another 23 GHG emission reduction measures in the 2007- 2009 time period, with rulemaking to occur as soon as possible where applicable.

These GHG measures were drawn from three separate sources. Some were identified in the March 2006 Climate Action Team Report and are already underway.

This group also includes strategies ARB staff has identified since March 2006 – such as:

- cooler automobile paints and
- tire inflation requirements – that could be developed relatively quickly and produce significant GHG reductions.

These Group 2 measures also reflect stakeholder input. Group 2 measures are expected to yield at least 20 $MMTCO_2E$ of reductions by 2020, with reductions for several measures still to be quantified.

Finally, ARB staff has identified 10 conventional air pollution control measures that are scheduled for rulemaking in the 2007-2009 period (Table 3 – Group 3). These control measures are aimed at criteria and toxic air pollutants, but will have concurrent climate co-benefits through reductions in CO_2 or non-Kyoto pollutants (i.e., diesel particulate matter, other light-absorbing compounds and/or ozone precursors) that contribute to global warming. These measures were drawn from ARB's annual rulemaking calendar, ARB's Diesel Risk Reduction Plan, the Goods Movement Emissions Reduction Plan, and the State Implementation Plan. Group 3 reductions in terms of $MMTCO_2E$ are still being quantified.

The Group 1, 2 and 3 measures will reduce GHG emissions between 33-46 $MMTCO_2E$ by 2020 relative to projected levels. Existing ARB regulations will contribute an additional 30 $MMTCO_2E$ (e.g., AB 1493). These estimates *exclude* the benefits from reducing diesel particulate matter, ozone precursors and other pollutants since the CO_2 equivalent effects are yet to be determined. Together, these measures will make a substantial contribution to the overall 2020 statewide emission reduction goal of approximately 174 $MMTCO_2E$.

ARB has identified and committed to additional measures that will reduce emissions of diesel PM. These measures are not included in Group 1 (early action measures per Health and Safety Code Section 38560.5) because, diesel PM does not currently have a well-defined GWP and thus is not readily incorporated into the AB 32 reduction framework.

Other diesel PM reduction measures are expected to result in a small CO_2 increase. Thus, ARB determined that these measures are not appropriate for inclusion on the Group 1 list. Nonetheless, they are expected to result in a real-world climate benefits in the aggregate and should be recognized as part of ARB's overall effort.

Existing ARB regulations are expected to yield significant GHG reductions between now and 2020. These include the greenhouse gas emission standards for motor vehicles (per AB 1493, Pavley) as well as several diesel risk reduction measures. Regarding the latter, the greatest GHG reductions are expected to come from ARB's anti-idling controls and from the electrification of various diesel engines such as agricultural pumps.

The California GHG emissions inventory suggests that high-GWP GHGs constitute about 3.5 percent of the total CO_2 equivalent emissions in 2002.

The discrete early action measure recommended here addresses one of the five HFC reduction measures. ARB staff is working on the remaining measures, but needs additional time and information to bring them to completion.

DISCRETE EARLY ACTION MEASURES

AB 32 requires that on or before June 30, 2007, ARB shall publish and make available to the public a list of discrete early action greenhouse gas emission reduction measures that can be adopted and made enforceable before January 1, 2010. The law further requires that such measures achieve the maximum technologically feasible and cost-effective reductions in GHGs from (the pertinent) sources or categories of sources, in furtherance of achieving the statewide greenhouse gas emissions limit for 2020 (see Health & Safety Code section 38560.5.).

Elsewhere in the statute, AB 32 requires that every GHG reduction measure adopted by ARB satisfy additional criteria such as no relaxation in conventional air pollutant controls. ARB staff used the latter requirements as screening criteria. To come up with a preliminary list of discrete early action measures, ARB staff considered many information sources including:

- the Climate Action Team (CAT) Report,

- stakeholder suggestions,

- strategies identified at ARB's International Symposium on Near-Term Solutions for Climate Change Mitigation held on March 5-7, 2007,

- ideas developed by ARB staff, and

Discrete Early Action Items Methodology

Screening Criteria - To select specific measures for listing as "discrete early action measures," ARB staff applied the screening criteria below. These criteria reflect the language in AB 32 as well as additional practical considerations.

ARB staff believes a common and objective basis is important for selecting early action measures. The screening criteria were:

- Whether the strategy can be adopted by ARB in calendar year 2009 or earlier.

- Whether the strategy can be legally effective by January 1, 2010.

- Whether the strategy relies on readily available mature technologies or options that have already been successfully demonstrated at an acceptable cost.

- Whether the potential lifecycle GHG emission reductions are of sufficient magnitude to

warrant the resources required to adopt and implement a regulation.

- Whether the strategy can be developed and implemented with available resources.

- The potential for adverse impacts on criteria or toxic emissions.

- The potential for disproportionate impacts on low-income communities or other disadvantaged sectors.

- The potential for disproportionate impacts on small businesses.

- Significant loss of benefits due to leakage.

- Coordination opportunities with related actions that may have been taken or are planned by other entities including local agencies, the U.S. EPA, and international agencies such as the European Commission.

The most important considerations to ARB staff were the potential GHG reductions achievable by each measure and the likelihood of its being made enforceable by January 1, 2010. To the extent possible, staff considered the maturity of the enabling technology and the estimated cost per avoided ton of CO_2 equivalent emissions. GHG reduction strategies that could potentially interfere with conventional air pollution controls or have disproportionate effects were non-starters.

Technical Feasibility and Cost Effectiveness - AB 32 requires that each GHG reduction measure adopted by ARB be technologically feasible and cost-effective. “Technologically feasible” is not defined in the statute.

DESCRIPTION OF SELECTED STRATEGIES

This section describes the proposed discrete early action measures in greater detail. These measures were selected because they fully met the following criteria:

- The measure can be enforceable by January 1, 2010.

- The anticipated GHG emission reductions are of sufficient magnitude to warrant the

resources needed to design and adopt the measure.

• The measure is likely to be technically feasible and cost-effective.

• The ARB is the appropriate agency to implement the measure.

• The measure is unlikely to result in adverse impacts on criteria or toxic emissions, or disproportionate impacts on low-income communities or on small businesses.

OTHER GHG MEASURES TO BE UNDERTAKEN IN THE 2007-2009 PERIOD

Discrete early action measures are only one part of ARB's efforts to reduce greenhouse gases and other climate changing pollutants in the near term. ARB staff is working on additional GHG regulations to be adopted in late 2009 or early 2010, which will just miss the January 1, 2010 enforceability date for "discrete early action measures" in AB 32.

In addition, ARB staff are working on several non-regulatory measures such as guidance documents and protocols to spur the public, local government and businesses into positive action. These activities have been categorized as "Group 2" measures.

Group 2 strategies include the remaining ARB GHG reduction actions proposed in the Climate Action Team report that were not ready for adoption as discrete early actions, stakeholders suggestions, and new ideas identified by ARB staff. Examples of strategies in this category include port electrification, and the use of cool materials to increase vehicle and building energy efficiency. Staff anticipates bringing these measures to the Board for adoption within the next three years. Some may begin implementation as rules prior to January 2010 but many will not. Further examination by ARB staff over the next year is expected to yield additional viable candidates for regulatory adoption and possible candidates for non-regulatory actions that the ARB can promote and encourage.

Economic and Technology Advancement Advisory Committee (ETAAC)

The California Air Resources Board's (ARB) Global Warming Economic and Technical Advancement Advisory Committee (Committee) will hold its next public meeting on **May 31, 2007.** This Committee was formed as directed by the California Global Warming Solutions Act of 2006

> *"advise (ARB) on activities that will facilitate investment in and implementation of technological research and development opportunities including, but not limited to, identifying new technologies, research, demonstration projects, funding opportunities, developing state, national, and international partnerships and technology transfer opportunities, and identifying and assessing research and advanced technology investment and incentive opportunities that will assist in the reduction of greenhouse gas emissions. The committee may also advise the ARB on state, regional, national, and international economic and technological developments related to greenhouse gas emission reductions."*

Committee members have been appointed by the Board based on their knowledge and expertise in fields of business, technology research and development, climate change, and economics. The Committee is chaired by former ARB chairman and former CalEPA Secretary Alan Lloyd, Ph D. Meetings of the Committee are subject to the Bagley-Keene Open Meeting Act and will include opportunities for public testimony.

> Since the first meeting of the Economic and Technology Advancement Advisory Committee (ETAAC) this past March 1, the Committee leadership is considering whether it is necessary to form formal subcommittees, and will discuss the subject at its next scheduled meeting, to be held May 31, 2007. Until then, the sector leads for the technology sectors of interest (Electricity, Transportation, Industrial/Other, Financial & Economic, Agricultural & Forestry) will gather information to be brought to the full Committee for its consideration. Parties interested in communicating information to the sector leads should contact Steve Church (schurch@arb.ca.gov), ARB staff coordinator for the ETAAC.

ETAAC Meeting Schedule (Tentative)

- **May 31, 2007, South Coast Air Quality Management District facilities in Southern California** **Meeting Objectives:** To provide federal, local, and other state agencies the opportunity to present to the Committee. To provide an opportunity for the public to comment and present to the Committee.

Environmental Justice Advisory Committee

The California Global Warming Solutions Act of 2006, (AB 32; Stats. 2006, chapter 488) calls for the Air Resources Board (ARB or Board) to convene a global warming environmental justice advisory committee (Committee), to advise the Board in developing the scoping plan, and any other pertinent matter in implementing AB 32. The advisory committee shall be comprised of representatives from communities in the State with the most significant exposure to air pollution, including, but not limited to, communities with minority populations or low-income populations, or both (AB 32; Part 7. Miscellaneous Provisions Section 38591). The Board appointed a ten member committee at the January 25, 2007 Board meeting. Committee meetings are open to the public and include a public comment period.

Adopted by the Committee on March 15, 2007

Mission Statement of the Environmental Justice Advisory Committee on the Implementation of the Global Warming Solutions Act of 2006

The mission of the Environmental Justice Committee on the Implementation of the Global Warming Solutions Act of 2006 shall be to work cooperatively with all relevant bodies to provide the best possible advice to the California Air Resources Board on the development of the Scoping Plan called for by the Act and all other pertinent matters related to the implementation of the Act. Through this advice the Committee seeks to provide helpful, workable recommendations on how best to ensure and encourage public engagement in the implementation of the Act and how best to reduce greenhouse gas emissions while maximizing the overall societal benefits, including reductions in other air pollutants, diversification of energy sources, and other benefits to the economy, environment, and public health.

Public Meetings ***Global Warming Environmental Justice Advisory Committee Meetings***	
Date/Time	**Description**
May 30, 2007 **10 am - 1 pm**	***Global Warming Environmental Justice Advisory Committee Meeting - (Sacramento, CA)***

Market Advisory Committee (MAC)

The Market Advisory Committee was formed Decemeber 20, 2006, by Linda Adams, California Secretary for Environmental Protection. The 14-member Market Advisory Committee will support the implementation of the state's first-in-the-nation comprehensive greenhouse gas reduction program. The Committee was formed according to the Governor's Executive Order S-20-06 and will make recommendations by June 30, 2007, to the state Air Resources Board on the design of a market-based compliance program.

Committee members were recruited based on their public policy experience and professional or academic expertise in market-based compliance mechanisms such as trading, offsets, banking and auctioning of emission allowances. In addition, the members bring a diverse range of opinions to the discussion. The Committee is expected to draft a report of recommendations for the state Air Resources Board to assist California in developing a greenhouse gas emissions market system.

In addition to the Agency moving forward on market recommendations, the state Air Resources Board recently announced that a public workshop has been scheduled to begin collecting ideas for possible discrete early-action measures. According to the law, these emission reduction measures would be implemented earlier in the timeline to ensure that the state is doing everything possible to meet the emissions cap set forth in the California Global Warming Solutions Act.

Next meeting:

June 12, 2007, Market Advisory Committee Meeting
CalEPA Building
Byron Sher Hearing Room
1001 I Street
Sacramento, California

The meetings will be held from 9 a.m. to Noon PST and will be webcast