

BOARD MEETING DATE: January 10, 2025

AGENDA NO. 26

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a hybrid meeting on Friday, December 13, 2024. The following is a summary of the meeting.

Agenda Item	Recommendation/Action
SB 34 (Richardson) – Ports: emissions: intermodal goods movement stakeholder group	Work With Author

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

Michael A. Cacciotti, Committee Chair
Legislative Committee

LTO:PFC:DPG:EV:MC:mc

Committee Members

Present: Councilmember Michael A. Cacciotti, Committee Chair
Mayor Patricia Lock Dawson
Supervisor Curt Hagman
Supervisor V. Manuel Perez
Councilmember Nithya Raman

Call to Order

Chair Michael Cacciotti called the meeting to order at 9:03 a.m.

ACTION/DISCUSSION ITEMS:

1. Issue RFP for Legislative Representation in Sacramento, CA

Lisa Tanaka, Deputy Executive Officer, Legislative, Public Affairs & Media, presented a proposed RFP for specialized legislative representation and strategic political consulting services for South Coast AQMD in Sacramento for FY 2025-26. The total cost of the contract is not to exceed \$180,000 for the initial one-year period with up to two, one-year extensions, upon sufficient budget and Board approval.

Staff recommended APPROVAL of issuing an RFP for Legislative Representation in Sacramento

Moved by: Hagman, Seconded: Lock Dawson
Ayes: Cacciotti, Lock Dawson, Hagman, Perez, Raman
Noes: None
Abstain: None

There was no public comment.

For additional information, please refer to the [Webcast](#) beginning at 5:05.

2. Recommend Position on State Bills

Philip Crabbe, Senior Public Affairs Manager, Legislative, Public Affairs & Media, presented on SB 34 (Richardson) Ports: emissions: intermodal goods movement stakeholder group. The bill would require CARB to establish an intermodal goods movement stakeholder group consisting of, among others, representatives from 12 California ports, multiple labor representatives, and the California Department of Transportation. The bill would require the stakeholder group to develop a plan that specifies short-term thresholds of yellow, orange, and red for port emissions, and actions to be taken to reduce port emissions when the thresholds are reached. Some concerns with the bill are:

- Role of the proposed stakeholder group and conflicts with existing state and local authority, which could set a precedent of usurping local government authority; and
- Potential delay of emission reductions by preventing stakeholder group plan actions from being implemented before July 1, 2027.

Councilmember Raman inquired as to what the goal is in working with the bill's author. Executive Officer Wayne Nastri responded that the goal would be to work with the Assemblymember to communicate regulatory authority concerns and to strongly encourage that bill not move forward in the legislative process.

Staff recommended a WORK WITH AUTHOR position on this bill.

Moved by: Lock Dawson, Seconded: Hagman
Ayes: Cacciotti, Lock Dawson, Hagman, Perez, Raman
Noes: None

Harvey Eder, Public Solar Power Coalition, provided public comment regarding the ports.

For additional information, please refer to the [Webcast](#) beginning at 8:59.

DISCUSSION ITEMS:

3. Update and Discussion on Federal Legislative Issues

South Coast AQMD's federal legislative consultants (Carmen Group, Cassidy & Associates, and Kadesh & Associates) provided written reports on key Washington, D.C. issues.

Gary Hoitsma, Carmen Group, reported on the transition of the Executive branch. Cabinet nominations include former Representative Lee Zeldin for U.S. EPA Administrator, Chris Wright for Department of Energy Secretary and Sean Duffy for Department of Transportation Secretary. For additional information, please refer to the [Webcast](#) beginning at 20:22.

Jed Dearborn, Cassidy & Associates, reported on the remainder of the 118th Congress. Negotiations are focused on extending federal funding at current levels through mid-March 2025. For additional information, please refer to the [Webcast](#) beginning at 24:11.

Mark Kadesh, Kadesh & Associates, reported on the upcoming 119th Congress. There are six new Representatives for the South Coast region and a new U.S. Senator, Adam Schiff. Committee assignments will be announced soon. For additional information, please refer to the [Webcast](#) beginning at 25:23.

There was no public comment.

4. Update and Discussion on State Legislative Issues

South Coast AQMD's state legislative consultants (Resolute, California Advisors, LLC, and Joe A. Gonsalves & Son) provided written reports on key issues in Sacramento.

David Quintana, Resolute, reported that state legislators were sworn in for the new legislative session on December 2 and Governor Gavin Newsom announced special elections for two vacancies in the state Legislature. There is also a new reduced bill limit of 35 bills per legislator over the two-year session in both legislative houses. For additional information, please refer to the [Webcast](#) beginning at 29:08.

Ross Buckley, California Advisors, LLC, reported on the three bills introduced during the special legislative session called by the Governor, which began on December 2, that is meant to bolster legal resources to protect California policies from possible future actions by the Trump Administration. For additional information, please refer to the [Webcast](#) beginning at 30:43.

Paul Gonsalves, Joe A. Gonsalves & Son, provided a summary of the November Cap-and-Trade Program auction results. For additional information, please refer to the [Webcast](#) beginning at 32:27.

Mr. Eder provided public comment regarding PM2.5 emissions.

OTHER MATTERS:

5. Other Business

There was no other business to report.

6. Public Comment Period

Mr. Eder provided public comment regarding the Trump Administration.

7. Next Meeting Date

The next regular Legislative Committee meeting is scheduled for Friday, January 17, 2025.

Adjournment

The meeting was adjourned at 9:40 a.m.

Attachments

1. Attendance Record
2. SB 34 (Richardson) Bill Analysis
3. SB 34 (Richardson) Bill Language
4. Update on Federal Legislative Issues – Written Reports
5. Update on State Legislative Issues – Written Reports

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING ATTENDANCE RECORD – DECEMBER 13, 2024

Council Member Michael Cacciotti.....	South Coast AQMD Board Member
Mayor Patricia Lock Dawson	South Coast AQMD Board Member
Supervisor Curt Hagman	South Coast AQMD Board Member
Supervisor V. Manuel Perez	South Coast AQMD Board Member
Council Member Nithya Raman.....	South Coast AQMD Board Member
Mark Taylor.....	Board Consultant (Rodriguez)
Ben Wong.....	Board Consultant (Cacciotti)
Ross Buckley	California Advisors, LLC
Gary Hoitsma	Carmen Group, Inc.
Jed Dearborn.....	Cassidy & Associates
Paul Gonsalves	Joe A. Gonsalves & Son
Mark Kadesh	Kadesh & Associates
David Quintana.....	Resolute
Harvey Eder.....	Public Solar Power Coalition
Grace Garner	Public Member
Bill La Marr.....	Public Member
Debra Mendelsohn.....	Public Member
Peter Okurowski	Public Member
David Rothbart	Public Member
Debra Ashby.....	South Coast AQMD Staff
Jason Aspell	South Coast AQMD Staff
Barbara Baird	South Coast AQMD Staff
Cathy Bartels	South Coast AQMD Staff
Cindy Bustillos	South Coast AQMD Staff
Lara Brown.....	South Coast AQMD Staff
Matthew Ceja	South Coast AQMD Staff
Maria Corralejo	South Coast AQMD Staff
Philip Crabbe.....	South Coast AQMD Staff
Scott Gallegos	South Coast AQMD Staff
Denise Gailey	South Coast AQMD Staff
Bayron Gilchrist	South Coast AQMD Staff
De Groeneveld.....	South Coast AQMD Staff
Sheri Hanizavareh	South Coast AQMD Staff
Anissa Cessa Heard-Johnson.....	South Coast AQMD Staff
Roupen Karakousian	South Coast AQMD Staff
Angela Kim	South Coast AQMD Staff
Howard Lee	South Coast AQMD Staff
Alicia Lizarraga	South Coast AQMD Staff
Brisa Lopez	South Coast AQMD Staff
Jason Low	South Coast AQMD Staff
Terrence Mann	South Coast AQMD Staff

Ian McMillan South Coast AQMD Staff
Ron Moskowitz South Coast AQMD Staff
Susan Nakamura South Coast AQMD Staff
Wayne Nastri South Coast AQMD Staff
Robert Paud South Coast AQMD Staff
Aaron Katzenstein South Coast AQMD Staff
Sarah Rees South Coast AQMD Staff
Danielle Soto South Coast AQMD Staff
Lisa Tanaka O'Malley South Coast AQMD Staff
Brian Tomasovic South Coast AQMD Staff
Mei Wang South Coast AQMD Staff
Victor Yip South Coast AQMD Staff
Chris Yu South Coast AQMD Staff

ATTACHMENT 2A

South Coast Air Quality Management District
Legislative Analysis – SB 34 (Richardson)
Version: Introduced – 12/2/24
Analyst: DPG

SB 34 (Richardson)

Ports: emissions: intermodal goods movement stakeholder group.

Summary: This bill would require CARB to establish an intermodal goods movement stakeholder group (stakeholder group) consisting of, among others, a member from each port district, labor, and CARB to develop a plan that specifies short-term thresholds of yellow, orange, and red for port emissions and actions to be taken to reduce port emissions when the thresholds are reached.

Background: California has 12 ports through which goods are imported to and exported from international markets. Existing law regulates the operation of ports and harbors and imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and non-vehicular sources. Vehicles and equipment at ports are significant sources of air pollution. Ships, trucks, and cargo handling equipment at ports and offsite goods movement systems are often fueled by diesel and emit air pollutants such as diesel particulate matter (DPM) and nitrogen oxides (NOx).

Governmental oversight of ports in California is distributed across several state and local agencies, including the Department of Transportation, CARB, the Governor’s Office of Business and Economic Development, cities, and the South Coast AQMD. Each entity has different responsibilities regarding ports and goods movement.

The Ports of Los Angeles and Long Beach are the two busiest marine ports in the nation; they are also the largest source of NOx in the South Coast region. Additionally, DPM emissions from port sources continue to pollute the region, including neighboring overburdened communities. In order to meet state and federal standards to protect public health, South Coast AQMD’s 2022 Air Quality Management Plan, Indirect Source Rule related to ports, as well as AB 617 Community Emission Reduction efforts within the region include key measures focused on reducing port emission sources.

Status: 12/2/24 - Introduced. Read first time. To Senate Rules for assignment. To print.

Specific Provisions: Specifically, this bill would:

- 1) Require CARB to establish an intermodal goods movement stakeholder group, consisting of an individual representing the following:
 - International Longshore and Warehouse Union Local 13
 - International Longshore and Warehouse Union Local 63
 - International Longshore and Warehouse Union Local 94

- International Longshore and Warehouse Union Southern California District Council
 - Terminal and tenant operations
 - Ship and vessel operations
 - Rail and locomotive operations
 - Freight forwarders
 - Warehouse distribution centers
 - California Association of Port Authorities
 - A representative from each of the 12 California ports through which goods are imported and exported from international markets, including the Ports of Los Angeles and Long Beach
 - California Department of Transportation
 - CARB
- 2) The stakeholder group shall develop a plan that specifies thresholds of yellow, orange, and red for port emissions and specifies actions to be taken to reduce port emissions when the thresholds are reached. An action in the plan shall be agreed to by the entity that would be required to perform the action under the plan.
 - 3) In developing the plan, the stakeholder group shall hold monthly meetings and meet with appropriate state agencies to determine emission impact levels, discuss a draft plan and provide and obtain recommendations relating to plan performance.
 - 4) On or before January 31, 2027, the stakeholder group shall submit a report to the Legislature and the Governor with its findings, recommendations and the plan.
 - 5) The plan shall not be implemented before July 1, 2027.

Impacts on South Coast AQMD’s Mission, Operations or Initiatives: The South Coast Air Basin will not meet state and federal ambient air quality standards without significant emissions reductions related to the San Pedro Bay Ports. SB 34 could artificially constrain the implementation of emission reductions at the ports by preventing stakeholder group actions until no earlier than July 1, 2027.. It is critical to not slow emission reductions measures to protect public health of portside communities and workers at the San Pedro Bay Ports. Although there is much work to be done and challenges to be addressed related to the transition to zero-emission technologies, there also should not be a delay in working on the deployment of infrastructure and technologies to leverage current state and federal funding available for the modernization of goods movement.

Additionally, this bill is problematic in that it appears to be creating a temporary quasi-regulatory entity that conflicts with existing state and local regulatory authority and processes. Any plan created appears to require that governmental entities “agree” to implement portions of the plan.

As an agency responsible for meeting state and federal ambient air quality standards, it is imperative that South Coast AQMD preserve its existing local authority. SB 34 could establish a harmful precedent by pre-empting or conflicting with local government and air agencies regulatory responsibilities to comply with state and federal law.

Recommended Position: WORK WITH AUTHOR

Staff recommend a “Work with Author” position to discuss the following:

- Role of the proposed stakeholder group and its problematic conflict with existing state and local authority. This could set a dangerous precedent of usurping local governmental authority; and,
- Potentially delaying of emission reductions by preventing stakeholder group actions to be implemented until no earlier than July 1, 2027, which could impact the South Coast Air Basin’s ability to meet state and federal ambient air quality standards.

Support:

N/A

Opposition:

N/A

ATTACHMENT 2B

SENATE BILL

No. 34

Introduced by Senator Richardson

December 2, 2024

An act to add Section 39619.3 to the Health and Safety Code, relating to ports.

LEGISLATIVE COUNSEL'S DIGEST

SB 34, as introduced, Richardson. Ports: emissions: intermodal goods movement stakeholder group.

Existing law regulates the operation of ports and harbors. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources and generally designates the State Air Resources Board as the state agency with primary responsibility for the control of vehicular air pollution.

This bill would require the state board to establish an intermodal goods movement stakeholders group consisting of, among others, a member from each specified port district. By requiring a port district to participate in the group, the bill would impose a state-mandated local program. The bill would require the group to develop a plan that specifies short-term thresholds of yellow, orange, and red for port emissions and specifies actions to be taken to reduce port emissions and port-related emissions when the thresholds are reached, as specified. The bill would require the group to submit a report to the Legislature, on or before January 31, 2027, with its findings, recommendations, and the plan.

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. The Legislature finds and declares all of the
2 following:
- 3 (a) California has 12 ports through which goods are imported
4 to and exported from international markets.
- 5 (b) The Port of Oakland’s highest value exports are food related,
6 including, but not limited to, fruits, nuts, meats, wines, and spirits.
7 In contrast, the Humboldt Bay Harbor District primarily imports
8 and exports logs and wood chips due to the lumber businesses in
9 its region.
- 10 (c) The Port of Los Angeles is considered the busiest container
11 port in the Western Hemisphere. It handles around 10,000,000
12 cargo containers annually. In June 2024, the Port of Los Angeles
13 processed 827,757 twenty-foot equivalent units (TEUs), a
14 10-percent increase from the previous month. And in the third
15 quarter of 2024, the Port of Los Angeles processed 2,850,000
16 TEUs, its best quarter in over 116 years. Each year, the cargo
17 flowing through this port generates over \$200 billion in economic
18 activity and sustains nearly 3,000,000 jobs in the United States.
- 19 (d) The Port of Los Angeles is part of the San Pedro Complex,
20 which is the container hub for both the Port of Los Angeles and
21 the Port of Long Beach. The San Pedro Complex is the largest
22 container hub in the United States and accounts for over 30 percent
23 of the TEUs in the United States. It is also the fifth largest container
24 hub in the world.
- 25 (e) Vehicles and equipment at ports are significant sources of
26 air pollution. Ships, trucks, and cargo handling equipment at ports
27 and offsite goods movement systems are often fueled by diesel
28 and emit air pollutants such as particulate matter and nitrogen
29 oxides. In recent years, California ports have faced several
30 challenges, including, but not limited to, onsite and offsite port
31 congestion and air pollution from associated facilities and vehicles.

1 Both the State of California and the federal government have
2 engaged in legislative, regulatory, and budgetary efforts to help
3 ports address these challenges.

4 (f) State involvement with ports in California is distributed
5 across several agencies, including the Department of
6 Transportation, the Transportation Agency, the State Air Resources
7 Board, the Governor’s Office of Business and Economic
8 Development, and the local South Coast Air Quality Management
9 District. Each entity has different responsibilities regarding ports
10 and goods movement.

11 (g) The long term plan to reduce port emissions requires ports
12 to adopt new zero-emission technologies. However, ports face
13 several barriers, including, but not limited to, the following:

- 14 (1) Certain electric vehicles are not yet widely available.
- 15 (2) Barriers to siting and building a sufficient electrical grid to
16 power zero-emission technologies.
- 17 (3) High and unbudgeted costs.
- 18 (4) Unsuitability of current batteries for port operations.

19 (h) As a result of these barriers and others, the timeline for
20 implementing zero-emission technologies at ports remains unclear
21 and the costs remain unknown but are believed to exceed \$1 billion.

22 (i) To reduce port emissions in the short term, while 2035
23 zero-emission goals are implemented, an intermodal goods
24 movement stakeholders group shall be created to develop a plan
25 to reduce port emissions when damaging levels arise.

26 SEC. 2. Section 39619.3 is added to the Health and Safety
27 Code, to read:

28 39619.3. (a) The state board shall establish an intermodal
29 goods movement stakeholders group, consisting of each of the
30 following individuals:

- 31 (1) An individual representing each of the following:
 - 32 (A) International Longshore and Warehouse Union Local 13.
 - 33 (B) International Longshore and Warehouse Union Local 63.
 - 34 (C) International Longshore and Warehouse Union Local 94.
 - 35 (D) International Longshore and Warehouse Union Southern
36 California District Council.
- 37 (2) An individual representing terminal and tenant operations.
- 38 (3) An individual representing ship and vessel operations.
- 39 (4) An individual representing rail and locomotive operations.

- 1 (5) An individual representing freight forwarders, as defined in
- 2 Section 220 of the Public Utilities Code.
- 3 (6) An individual representing warehouse distribution centers.
- 4 (7) An individual representing the California Association of
- 5 Port Authorities.
- 6 (8) An individual representing each of the following:
- 7 (A) The Port of Benicia.
- 8 (B) The Port of Hueneme.
- 9 (C) The Port of Long Beach.
- 10 (D) The Port of Los Angeles.
- 11 (E) The Port of Oakland.
- 12 (F) The Port of Redwood City.
- 13 (G) The Port of Richmond.
- 14 (H) The Port of San Diego.
- 15 (I) The Port of San Francisco.
- 16 (J) The Port of Stockton.
- 17 (K) The Port of West Sacramento.
- 18 (L) The Humboldt Bay Harbor District.
- 19 (9) An individual representing the Department of Transportation.
- 20 (10) An individual representing the state board.
- 21 (b) The intermodal goods movement stakeholders group shall
- 22 develop a plan that specifies short-term thresholds of yellow,
- 23 orange, and red for port emissions and specifies actions to be taken
- 24 to reduce port emissions and port-related emissions when the
- 25 thresholds are reached. An action in the plan shall be agreed to by
- 26 the entity that would be required to perform the action under the
- 27 plan.
- 28 (c) In developing the plan described in subdivision (b), the
- 29 intermodal goods movement stakeholders group shall do both of
- 30 the following:
- 31 (1) Hold monthly meetings in person or by video conference.
- 32 (2) Meet with appropriate state agencies to do all of the
- 33 following:
- 34 (A) Determine escalating emission impact levels for the yellow,
- 35 orange, and red thresholds.
- 36 (B) Discuss a draft of the plan.
- 37 (C) Provide and obtain recommendations relating to the
- 38 performance of the plan, if any.
- 39 (d) (1) On or before January 31, 2027, the intermodal goods
- 40 movement stakeholders group shall submit a report to the

1 Legislature and the Governor with its findings, recommendations,
2 and the plan.

3 (2) (A) The requirement for submitting a report imposed under
4 this subdivision is inoperative on January 1, 2031, pursuant to
5 Section 10231.5 of the Government Code.

6 (B) A report to be submitted pursuant to this subdivision shall
7 be submitted in compliance with Section 9795 of the Government
8 Code.

9 (3) The plan shall not be implemented before July 1, 2027.

10 SEC. 3. If the Commission on State Mandates determines that
11 this act contains costs mandated by the state, reimbursement to
12 local agencies and school districts for those costs shall be made
13 pursuant to Part 7 (commencing with Section 17500) of Division
14 4 of Title 2 of the Government Code.

ATTACHMENT 3A



Carmen Group
I N C O R P O R A T E D

To: South Coast AQMD Legislative Committee
From: Carmen Group
Date: November 26, 2024
Re: Federal Update -- Executive Branch

Trump Transition – Cabinet Appointments

The Cabinet (Nominees)

State	Marco Rubio
Treasury	Scott Bessent
Defense	Pete Hegseth
Attorney General	Pam Bondi
Interior	Doug Burgum
Agriculture	Brooke Rollins
Commerce	Howard Lutnick
Labor	Lori Chavez-DeRemer
HHS	Robert F. Kennedy, Jr.
HUD	Scott Turner
Transportation	Sean Duffy
Energy	Chris Wright
Education	Linda McMahon
VA	Doug Collins
DHS	Kristi Noem

Cabinet-Level (Nominees)

WH COS	Susie Wiles
EPA	Lee Zeldin
OMB	Russell Vought
DNI	Tulsi Gabbard
CIA	John Ratcliffe
USTR	
UN Ambassador	Elise Stefanik
Economic Advisor	
SBA	
Science Advisor	

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Trump Transition -- Energy/Environment Developments

EPA Administrator Lee Zeldin, 44, Trump campaign surrogate; US Rep. (Long Island, NY) (2015-2023); GOP candidate for NY Governor (2022); NY St. Sen. (2011-2014); US Army (2003-2007); Attorney; US House Committees--Foreign Affairs; Financial Services; Served on Climate Solutions Caucus and Conservative Climate Caucus.

Interior Secretary (“Energy Czar”) Doug Burgum, 68, Trump campaign surrogate; ND Governor (2016-present); Investor and businessman—software and real estate. Sold software company to Microsoft in 2001 for \$1.1 billion. As Gov, supported statewide NetZero by 2030 with “All of Above” energy approach. Strongly favors oil and gas drilling. Will also serve under Trump as chair of a new National Energy Council to promote US energy dominance, made up of all federal energy-related agencies. As such, he will be the Nation’s “Energy Czar” and also hold a seat on the President’s National Security Council.

Energy Secretary Chris Wright, 59, Trump campaign donor; CEO of Liberty Energy, fracking company, based in Colorado. Hands-on experience with oil, gas, LNG, nuclear; Mechanical and electrical engineering degrees from MIT. Strong, articulate fossil fuels proponent; Has testified before Congress; Member of the executive committee of the Domestic Energy Producers Alliance www.depause.org chaired by Harold Hamm, Founder-CEO of Continental Energy in Oklahoma.

Transportation Secretary Sean Duffy, 53, Fox Business TV personality; US Rep. (Northern Wisconsin) (2011-2019); Resigned to care for ailing child; Served on House Financial Services committee. Ashland County District Attorney (2002-2010); JD, William Mitchell College of Law.

OMB Director Russell Vought, 48, Founder, Center for Renewing America (conservative policy advocacy); Heritage Foundation Project 2025—Chapter on Executive Office of the President; OMB -- Director (2020-2021), Acting Director (2019-2020), Deputy Director (2017-2019); Staff positions, House Republican Study Committee, House Republican Conference; Legislative assistant to Sen. Phil Gramm (R-TX); JD, George Washington University School of Law.

The **National Energy Council** is a new entity being created by Trump and chaired by his Interior Secretary and “Energy Czar” Doug Burgum. According to Trump, it will be made up of the federal departments and agencies involved with permitting, regulating, producing, generating, distributing and transporting energy and will encourage cutting red tape and boosting private sector investment. Burgum says, “Focusing on innovation over regulation to solve the nation’s challenges will allow us to smartly expand American energy and make our world cleaner and safer by selling energy to our friends and allies versus having them buy it from our adversaries.”

The **Department of Government Efficiency (DOGE)** is a new non-governmental entity being created by Trump and led by Elon Musk and Vivek Ramaswamy and designed to help “cut the federal government down to size.” They have set an ambitious timeline to

complete and sunset the entire DOGE effort by July 4, 2026. The plan is that the DOGE team will work closely with the White House, the OMB, the Trump teams at the federal agencies, as well as with a soon-to-be created House Oversight Subcommittee on DOGE to be chaired by Rep. Marjorie Taylor Greene (R-GA) and a Senate DOGE Caucus to be chaired by Sen. Joni Ernst (R-IA). DOGE will pursue three kinds of reforms: regulatory rescissions, administrative reductions, and cost savings. It is clear that key environmental regulations, including air-related regulations, are at the top of their target list, as are significant budget and personnel cuts to the EPA. Musk and Ramaswamy have cited two recent critical Supreme Court decisions as giving guidance to their work. These are *West Virginia v. EPA* (2022) (which overturned the Obama EPA's Clean Power Plan) and *Loper Bright v. Raimondo* (2024) (which overturned the 40-year old *Chevron* doctrine requiring court deference to federal agencies' interpretations of ambiguous statutes). They say, "these cases suggest that a plethora of current federal regulations exceed the authority Congress has granted under law." They say a list of such regulations is being assembled to be presented to the incoming President for executive action to pause enforcement, and to initiate agency-by-agency reviews and possible rescissions. In addition, they are looking at mass headcount reductions in the federal workforce, corresponding budget cuts, procurement process reforms, civil service reforms, and reassessments of the use and possible commercialization of federal buildings and real estate, while at the same time possibly transferring entire agencies to new locations across the country outside of the Washington, DC area.

Analysis

Several common traits stand out among most of Trump's cabinet nominees: 1) strong loyalty to Trump and Trump's policy agenda; 2) demonstrated ability as effective TV communicators and advocates; and 3) little, if any, direct prior experience in the detailed workings of the agencies they are set to lead. These traits apply especially to the ones South Coast will be most affected by: Zeldin at EPA, Burgum at Interior, Wright at Energy, and Duffy at Transportation. The one exception for which we should take note is Russell Vought at OMB. Not only did he spend all four years of the first Trump administration at OMB, but he has also spent the last four years contemplating a return to that post, while outlining a much stronger role for OMB in bringing agencies in line with policies emanating not from the agencies, but from the White House. Writing in the Heritage Foundation's Project 2025 recommended blueprint, Vought sees OMB as being much more aggressive in using its levers of regulatory and management power to impose the President's agenda on the federal bureaucracy. This will only be enhanced by a very close relationship between Vought and the DOGE initiative, where Vought will be tasked with implementing and enforcing its recommendations. In addition, we've learned that the Trump White House wants to expand its normal close ties with all the federal agencies by also building similar strong relationships with every agency's authorizing committee in Congress to make sure there is strong unity of purpose behind the President's agenda. At least early in the new administration, it appears that major decisions of importance to South Coast (for example, on regulatory changes, CRA resolutions, tax credits, unspent IRA funds, California waivers, budget cuts, personnel cuts, court litigation, etc.) will emanate primarily from the White House/OMB/DOGE and not from deliberations within the affected agencies like EPA, DOT, or DOE.

Lame Duck Congress

As Congress approached the Thanksgiving break at the end of November, little progress had been made on critical appropriations matters (including all 12 unfinished spending bills) necessary to assure federal government funding for the remainder of FY 25 in the face of a Dec. 20 deadline for action. Unless there is a contrary signal from the President-Elect, a continuing resolution (CR) for three months or longer appeared to be most likely. Also hanging in limbo before the end of the year: \$99 billion in new disaster relief funding requested by President Biden; the annual National Defense Authorization Act; the Farm Bill; and smaller bills on rail safety, online child safety, and permitting reforms for energy production, among others.

Department of Transportation

MARAD Announces Port Infrastructure Grants: In November, the Maritime Administration (MARAD) announced nearly \$580 million to fund 31 port improvement projects in 15 states under the Port Infrastructure Development Program (PIDP) authorized by the Bipartisan Infrastructure Law passed in 2021. In California, the Port of Oakland received a \$49.5 million grant for its Outer Terminal Infrastructure Modernization Project.

FAA Announces Airport Terminal Grants: In late October, the Federal Aviation Administration (FAA) announced \$970 million for 125 airport terminal improvement projects in 46 states under the Airport Terminal Program created by the Bipartisan Infrastructure Law. Grants were awarded to eight projects in California, including \$30 million for LAX; \$10.6 million for John Wayne (Santa Ana) Airport; \$9.3 million for Bob Hope (Burbank) Airport; \$7 million for Ontario International Airport; and \$6 million for Palm Springs International Airport.

Environmental Protection Agency

EPA Announces Rule Targeting Power Plant NO_x Emissions: In November, the EPA announced a new proposed rule to strengthen limits on NO_x emissions from fossil-fuel-fired stationary combustion turbines. It says the proposed New Source Performance Standards (NSPS) for NO_x will reduce exposure to dangerous air pollution in nearby communities. The stronger standards would apply to facilities that begin construction or modification after the date of the rule's publication.

EPA Announces Final Rule on Methane Emissions: In November, the EPA announced a final rule to reduce methane emissions for the oil and gas sector as it says is authorized under the Inflation Reduction Act. The rule facilitates the EPA to collect a Waste Emissions Charge from the largest emitters of methane if their emissions exceed specific performance levels, while also allowing for exemptions under certain circumstances.

EPA Issues Guidance on Indoor Air Quality: In November, the EPA released updated guidance on indoor air quality strategies for preventing the spread of common respiratory viruses in homes, schools, offices, and commercial buildings. The guidance outlines

specific strategies including filtration improvements in heating, ventilation and air conditioning systems as well as other best practices reflecting the latest relevant science.

EPA Targets Protecting Communities from PFAS Pollution: In November, the EPA issued its detailed annual report on progress addressing PFAS pollution. It also announced the launch of a new no-cost technical assistance effort focused on reducing exposure to PFAS and other contaminants in small or disadvantaged communities. In addition, the agency awarded a \$400,000 Small Business Innovation Research (SBIR) grant to Water Illumination, Inc. in Riverside, California, that is developing a chemical-free UV technology that destroys PFAS in saline wastewater.

Department of Energy

DOE Announces Awards for Local Government Clean Energy Projects: In November, the Department of Energy (DOE) announced the distribution of \$17.7 under the Energy Efficiency and Conservation Block Grant (EEBG) Program to 61 local and territorial governments to improve energy efficiency and lower overall energy use. Among the award recipients in California were: Fontana (\$240,630); Fullerton (\$183,850); Riverside (\$325,070); and Riverside County (\$477,090.)

DOE Announces Projects to Slash EV Battery Recycling Costs: In late October, DOE announced \$45 million in funding from the Bipartisan Infrastructure Law for eight projects that will lower costs of recycling electric vehicle batteries and battery components with the longer-term goal of reducing electric vehicle costs. Two of the eight projects are in California: **EJ Storage Solutions of Los Angeles** received \$3.5 million to design, fabricate and test a new cost-effective system for transporting second-life, defective, damaged and recycled EV batteries. In addition, **ReJoule, Inc. of Signal Hill** received \$6.3 million to develop and scale a technology for EV battery diagnostics to quickly detect safety hazards, damage or defects in recycled batteries.

DOE Releases Report on Sustainable Aviation Fuel: In November, DOE released its latest report [Pathways to Commercial Liftoff: Sustainable-Aviation-Fuel](#) on the near-term potential for sustainable aviation fuel (SAF) to help decarbonize the aviation sector.

Outreach: During November in the aftermath of the election, Carmen Group has been in touch with numerous contacts in the Republican Party, the Trump campaign, the Trump transition team, the America First Policy Institute, the Heritage Foundation, other think tanks, law firms, lobby firms, corporate entities and business coalition members, news media, interest groups, Congressional staff, and others in Washington, DC and around the country on issues involving the Transition and related personnel and policy issues and their potential impact on South Coast interests.

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ATTACHMENT 3C

KADESH & ASSOCIATES

South Coast AQMD Report for the December 2024
Legislative Meeting covering November 2024
Kadesh & Associates

Following November's election, members of the House and Senate returned to Washington for a two-week session before the Thanksgiving break. They did not make much progress in resolving the year-end legislative logjam.

With Republicans winning the majority in the Senate, the first order of business was deciding on a new Majority Leader to succeed Mitch McConnell: John Thune (R-SD) defeated John Cornyn (R-TX) and Rick Scott (R-FL) in a secret ballot, after several high-profile Trump allies had signaled their preference for Scott.

The biggest outstanding question for the remainder of the year is what to do with the FY25 appropriations process: at this point, the most likely outcome is a Continuing Resolution (CR) through March 2025, allowing the new Republican majority to put their stamp on the rest of the fiscal year. This will need to be decided on and written in early December, allowing the House and Senate to work through votes before the December 20 deadline.

Looking ahead, the congressional delegation from the South Coast region will change significantly in the next month: Senator-elect Schiff will be sworn into office in early December for the last weeks of the 118th Congress, and several new members of the House from Southern California will be sworn into office in early January, including Luz Rivas, Laura Friedman, Gil Cisneros (who is returning to Congress), George Whitesides, and Dave Min; as of this memo several other House races are within a few hundred votes. The incoming members have begun staffing up and traveled to DC for orientation meetings this month, and will be selecting their congressional offices later in the month. Over the coming months, party leadership will announce their committee assignments.

Kadesh & Associates Activity Summary-

-Worked with South Coast AQMD and the congressional delegation on whole-of-government efforts to address air quality through BIL and IRA funding programs, and met with delegation and South Coast AQMD staff to plan for the lame duck session and 119th Congress.

Contacts: Contacts included staff and Members throughout the CA delegation, Senate offices, and members of key committees. We have also been in touch with administration staff.

South Coast Air Quality Management District Legislative and Regulatory Update –November 2024

❖ Important Upcoming Dates

December 02, 2024 – Legislature Reconvenes for 2025-2026 Legislative Session

❖ RESOLUTE Actions on Behalf of South Coast AQMD. RESOLUTE partners David Quintana, and Alfredo Arredondo continued their representation of SCAQMD before the State’s Legislative and the Executive branch. Selected highlights of our recent advocacy include:

- Provided ongoing updates as the November 5 Election results began to materialize.
- Followed up on bills for the 2024 legislative session, including for SCAQMD sponsored legislation.

❖ November 5th State Election Outcomes. The official canvass of the votes in California runs for 30 days after election day. By then, all counties must certify and report their election results to the Secretary of State. The Secretary of State must officially certify all races by December 13th.

In California, as long as a mail-in ballot has been postmarked by election day, and received within 7 days after the election, it can still be counted. So, though the count may say “100% of precincts reporting” this in no way means that 100% of the votes cast have been counted. It just means that 100% of the precincts have delivered all or parts of their ballots to the county and doesn’t take into account the millions that were mailed in or cast as a “provisional ballot.” This will take weeks.

The final results so far provide the CA legislative Democrats, even with the potential loss of 2-3 seats, will continue to maintain their numbers well beyond the super-majority in both houses. However, the Republicans in both houses of the legislature performed as well as we have seen in the recent past. The Republicans are certainly going to increase their numbers in the legislature for the first time in many electoral cycles. This includes Assemblymember Eduardo Garcia’s former district flipping from Democrat to Republican, and Senator Newman losing his re-election bid, turning that seat from Democrat to Republican. A third Assembly district, that of Assemblymember Cervantes, is still too close to call at this time, but is likely to also flip from Democrat to Republican.

❖ LAO Releases Fiscal Outlook. On November 20th, the Legislative Analyst’s Office released their fiscal outlook for the 2025-2026 Budget Year. The Executive Summary is listed below:

- The Fiscal Outlook gives the Legislature our independent estimates and analysis of the state’s budget condition for the 2025-26 budget process. We evaluate the budget condition based on current law and policy at both the state and federal level. This means we are assessing the state’s spending and revenues assuming no new laws or policies are enacted. This is not a prediction of what will happen—state and federal laws and policies will change in the coming years—but rather serves as a baseline to help the Legislature understand its starting place. Further, while changes in federal policy are being actively discussed, we cannot predict which changes may be enacted and therefore cannot estimate the effects on California’s budget.
- *Legislative Action Last Year Addressed Anticipated Budget Problem Proactively.* In the 2024-25 budget process, the Legislature not only addressed the budget problem for that fiscal year, but also made proactive decisions to address the anticipated budget problem for 2025-26. These choices included about

\$11 billion in spending-related solutions and \$15 billion in all other solutions, including \$5.5 billion in temporary revenue increases and a \$7 billion withdrawal from the state's rainy-day fund. After these solutions, the spending plan assumed the 2025-26 budget would be balanced.

- ***Revenues Running Ahead of Broader Economy.*** Despite softness in the state's labor market and consumer spending, earnings of high-income Californians have surged in recent months. Income tax collections have seen a similar bounce. This recovery in income tax revenues is being driven by the recent stock market rally, which calls into question its sustainability in the absence of improvements to the state's broader economy.
- ***Revenue Improvement Offset by Higher Costs, 2025-26 Budget Remains Roughly Balanced.*** Although revenues are running ahead of budget act assumptions, those improvements are roughly offset by spending increases across the budget. On net, our assessment finds the state has a small deficit of \$2 billion. Given the size and unpredictability of the state budget, we view this to mean the budget is roughly balanced. If a budget problem of this magnitude were to materialize by the end of the budget process in June, relatively minor budget solutions would be needed.
- ***Revenues Are Unlikely to Grow Fast Enough to Catch Up to Atypically High Spending Growth.*** While the budget picture is fair for the upcoming year, our outlook suggests that the state faces double-digit operating deficits in the years to come. By historical standards, spending growth in this year's outlook is high. Our estimate of annual, total spending growth across the forecast period—from 2025-26 to 2028-29—is 5.8 percent compared to an average of 3.5 percent in other recent outlooks. Meanwhile, revenue growth over the outlook window is just above 4 percent—lower than its historical average largely due to policy choices that end during the forecast window. Taken together, we view it as unlikely that revenue growth will be fast enough to catch up to ongoing spending.
- ***No Capacity for New Commitments.*** While out-year estimates are highly uncertain, we anticipate the Legislature likely will need to address deficits in the future, for example by reducing spending or increasing taxes. In our view, this year's budget does not have capacity for new commitments, particularly ones that are ongoing.

The full report is available here: <https://lao.ca.gov/Publications/Report/4939>



CALIFORNIA ADVISORS, LLC

South Coast AQMD, Legislative Committee Report
California Advisors, LLC
December 13, 2024

Election Update

County election officials are still counting votes cast in the November 5th General Election. As of November 25th, there are an estimated 182,000 votes across the state that have not been counted yet. County election offices are required to finalize their official results by December 5th. The California Secretary of State will certify the results of the election on December 13th.

There are several competitive races for the State Legislature. In the State Senate District 37, Steve Choi (R) leads incumbent Josh Newman (D) by just over 6,000 votes. In State Assembly District 58, Leticia Castillo (R) leads Clarissa Cervantes (D) by less than 600 votes in the race to succeed former Assemblymember Sabrina Cervantes (D). Meanwhile, Republicans have likely picked up the State Assembly District 36 with Jeff Gonzalez's (R) victory over Joey Acuña Jr (D). If the leads of the candidates listed above hold, Republicans will flip one State Senate seat and two Assembly seats. This would leave Democrats with a 30-10 majority in the Senate and a 60-20 majority in the Assembly.

Additionally, there are ten statewide ballot measures that voters have decided on. Among these, Proposition 4 would authorize the state to borrow \$10B for climate resilience programs. Proposition 4 passed, earning 59.7% of the vote.

2025 Legislative Session Update

The Legislature will meet on December 2nd to swear in incoming members prior to reconvening on January 6th, 2025. Meanwhile, following President-Elect Trump's victory on November 5th, Governor Newsom called the Legislature into an extraordinary session to "protect California values." The extraordinary session will begin on December 2nd and run concurrently with the regular 2025 legislative session. The purpose of the extraordinary session is to immediately increase funding for the California Department of Justice, which anticipates increased litigation costs during the Trump Administration. The new extraordinary session will theoretically allow legislators to increase California DOJ funding on a quicker basis compared to the regular state budget process.

Budget Update

The State Department of Finance's monthly finance bulletin shows that general fund tax receipts for the fiscal year to date are \$5.3B above 2024-2025 budget act estimates. Interest income on the State's cash balances is 26.0% above DOF projections, offsetting a 2.3% drop in state sales tax revenue. The extent that this overage will help resolve the State's structural budget problems is unclear. Much of the revenue increase must be diverted to fund schools in accordance with Proposition 98. Any remaining funds will likely be insufficient to fully resolve projected budget deficits.

On November 25th, Governor Newsom announced that California would step in to provide a California ZEV rebate if the incoming Trump Administration follows through on its threat to eliminate the federal tax credit. The Clean Vehicle Rebate Program (CVRP), was phased out in 2023. During its lifetime, the CVRP funded more than 594,000 vehicles and saved more than 456 million gallons of fuel. The Governor indicated that this program could be funded by the Greenhouse Gas Reduction Fund.

ATTACHMENT 4C



Joe A. Gonsalves & Son

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TO: South Coast Air Quality Management District
FROM: Anthony, Jason & Paul Gonsalves
SUBJECT: Legislative Update – November 2024
DATE: Monday, November 25, 2024

The month of November was focused on the General Election, as all 80 seats in the Assembly and half of the seats in the Senate (20 of the 40) were up for election. The November General Election also included 10 ballot propositions for voters to decide on, including a \$10 billion Climate Bond. Although the final results of the November election won't be certified until December 13th, 2024, it looks like the State Legislature will have at least 30 new members when they return on December 2, 2024 for their ceremonial swearing in. That, coupled with the 37 new members elected in 2022, means 67 of 120 members of the legislature will have 2 years or less experience. This highlights the necessity to continue to educate the new members of the Legislature on issues of importance during the 2025 legislative session.

The following will provide you with updates of interest to the District:

ELECTION UPDATE

State Senate

Prior to the November 5, 2024 election, the Senate was comprised of 31 Democrats and 9 Republicans. The post-election results show the makeup of the Senate as 30 Democrats and 10 Republicans. Of the 20 seats up for election, 7 incumbents won and only 1 incumbent lost, which also flipped that seat from Democrat to Republican. Additionally, of the 13 new members of the Senate, 6 are new members and 7 are coming over from the Assembly.

State Assembly

Prior to the November 5, 2024 election, the Assembly was comprised of 62 Democrats and 17 Republicans, with 1 vacant seat. The post-election results show the makeup of the Assembly as 60 Democrats and 19 Republicans with 1 vacant seat. Of the 80 seats up for election, 56 incumbents won, which means there will be 24 new members of the Assembly. This means the Assembly Democrats lost 2 seats and the Assembly Republicans gained 2 seats.

Ballot Propositions

Proposition 2: Borrow \$10 Billion for K-14 School Construction and Modernization

- Passed - 58.2% to 41.8%

Proposition 3: Reaffirm the Right of Same-Sex Couples to Marry

- Passed - 62.5% to 37.5%

Proposition 4: Borrow \$10 Billion for Water, Drought, Wildfire Prevention and Clean Air Programs

- Passed - 59.3% to 40.7%

Proposition 5: Reduce Voter Approval Requirements for Local Housing and Infrastructure Bonds

- Failed – 44.5% to 55.5%

Proposition 6: Limit Forced Labor in State Prisons

- Failed – 46.5% to 53.5%

Proposition 32: Raise the State Minimum Wage to \$18 an Hour

- Failed – 48.9% to 51.1%

Proposition 33: Allow Local Governments to Impose Rent Controls

- Failed – 39.5% to 60.5%

Proposition 34: Require Certain Health Providers to Use Nearly All Revenue from a Federal Prescription Drug Program on Patient Care

- Passed – 50.8% to 49.2%

Proposition 35: Make Permanent a Tax on Managed Health Care Insurance Plans.

- Passed 67.6% to 32.4%

Proposition 36: Increase Penalties for Theft and Drug Trafficking

- 68.9% to 31.1%

SPECIAL SESSION TO PROTECT CALIFORNIA VALUES

On November 7, 2024, Governor Newsom announced a proclamation to convene a special session of the California Legislature aimed at protecting the state's values and fundamental rights in light of the incoming Trump administration. This special session will focus on enhancing California's legal resources to defend civil rights, reproductive freedoms, climate initiatives, and immigrant families.

This initiative marks the first of several measures from the Newsom Administration in collaboration with the Legislature, as the Governor seeks to strengthen California's defenses against a federal administration that has previously posed threats. By convening a special session, the Legislature can take swift action to safeguard California and its core values. The session is set to commence on December 2, 2024.

The Governor has put forth several immediate priorities for protection during this special session, aimed at reinforcing legal defenses against federal actions. His proclamation calls for legislation to allocate additional resources to the California Department of Justice and other state agencies to actively pursue litigation against any unlawful actions by the incoming Trump Administration, as well as to defend against federal lawsuits that threaten California's laws and policies. This funding will enable prompt legal action and the pursuit of injunctive relief against illegal federal initiatives.

LOW CARBON FUEL STANDARDS

On November 8, 2024, the California Air Resources Board approved updates to the Low Carbon Fuel Standard (LCFS). These changes are expected to accelerate the development of zero-emission infrastructure and help the state meet its legally mandated air quality and climate goals.

The LCFS works by reducing air pollution and greenhouse gas emissions through a declining carbon intensity target for transportation fuels in California. Producers that fail to meet the established

benchmarks must purchase credits from those that do, generating \$4 billion in annual private sector investments in cleaner transportation. These funds benefit Californian consumers in several ways:

- Expanding consumer choices, thus fostering competition in transportation fuel pricing
- Supporting the growth of new industries and attracting investments that create jobs and strengthen communities
- Decreasing reliance on petroleum and its associated volatility in supply and pricing
- Making electric vehicles more affordable
- Enhancing the availability of electric vehicle charging and hydrogen refueling infrastructure
- Diminishing health impacts and healthcare costs linked to fossil fuel-related air pollution

The updates set ambitious targets to cut the carbon intensity of California's transportation fuel pool by 30% by 2030 and by 90% by 2045. They also enhance support for zero-emissions infrastructure, particularly for medium- and heavy-duty vehicles, and expand the eligibility of transit agencies to generate credits.

The LCFS aims to offer the most cost-effective means of supporting clean fuels and infrastructure, with affordability as a paramount consideration. The Board has directed staff to evaluate the effects of the adopted amendments on retail gasoline prices every six months and to produce an annual report starting one year from the amendments' effective date, in collaboration with the California Energy Commission.

The program currently caps the costs that companies can pass on to consumers by limiting the price of credits that high-carbon-intensity fuel producers must purchase for compliance, while allowing the banking of credits bought at lower rates. Data from third-party commodities market experts indicate that the current LCFS cost pass-through to California consumers is approximately \$0.10 per gallon of gasoline, consistent with self-reported data from high-carbon-intensity fuel producers, which reflect a cost pass-through of \$0.08 to \$0.10 per gallon.

CARB'S INCENTIVE PROGRAM

On November 21, 2024, CARB approved a \$34.94 million incentive funding plan that will continue to support ongoing efforts to increase access to medium- and heavy-duty zero-emission trucks, buses, and equipment, with a focus on small businesses.

The 2024-25 Funding Plan for Clean Transportation Incentives increases funding for small businesses that want to modernize their fleets with cleaner vehicles, including assistance for rentals, leases and truck loans. The funding plan allocates existing funds toward incentive projects that support the state's air quality and climate goals, including for marine vessels, emerging technologies and zero-emission off-road equipment, such as freight, construction and agricultural equipment.

The approved plan also maintains a commitment to address environmental inequities and provides a boost to businesses that need the most support, with at least 60% of funding focused on bolstering equitable outcomes.

The funding plan was created by an extensive outreach process to help determine priorities. Highlights include:

- \$5 million for the Zero-Emission Truck Loan Pilot project to help fleets purchase zero-emission medium- and heavy-duty trucks. The project is offered in partnership with the California Energy Commission, which provides loan support for charging and other zero-emission fueling infrastructure.
- \$14.97 million for the Innovative Small e-Fleet Pilot Project, which provides vouchers for medium- and heavy-duty vehicles for small businesses and other organizations with 20 or fewer vehicles.
- \$14.97 million for the Clean Off-Road Equipment Project that helps businesses purchase zero-emission off-road equipment such as forklifts and cargo loaders.

CARB's incentives projects are designed to encourage adoption of zero-emission options and have successfully supported technological advancements and encouraged the market to move toward cleaner options.

CALIFORNIA ZEV PROGRAM

On November 25, 2024, Governor Newsom announced that if the incoming Trump Administration abolishes the federal ZEV tax credit, he will advocate for the reintroduction of a revised version of the successful Clean Vehicle Rebate Program (CVRP), which was discontinued in 2023. The proposed rebates in California would aim to stimulate innovation and competition within the ZEV market and may be funded through the Greenhouse Gas Reduction Fund.

In the third quarter of 2024, Californians purchased 115,897 ZEVs, accounting for 26.4% of all new vehicle sales in the state. With the increasing number of electric vehicles (EVs), including plug-in hybrids, consumers are experiencing the benefits of a more extensive and efficient charging network being developed throughout California.

California's commitment to clean vehicles is unparalleled. In response to the growing demand for EVs and plug-in hybrids, the state is rapidly allocating funds to enhance and ensure a reliable and user-friendly charging infrastructure. Key developments include:

- The installation of 150,000 public and shared private electric vehicle chargers, along with over 500,000 home chargers.
- Allocation of more than \$32 million in federal funds to install, operate, and maintain 458 direct-current fast chargers (DCFC) along major highways. California has also received approval for an additional \$81.7 million in federal funds for next year.
- Accessibility to grants and rebates for low-income residents.

California's commitment extends beyond electric vehicles, focusing on emission reduction in freight transport and schools. Recent initiatives have included:

- \$102 million dedicated to installing charging and hydrogen fueling stations for zero-emission trucks along critical freight corridors, including Interstate 5.
- \$500 million invested in deploying an additional 1,000 ZEV school buses.

Additionally, State agencies are actively working to accelerate the deployment of charging stations, streamline processes, set guidelines, prepare for increased grid demand, and work with local utilities to efficiently electrify charging infrastructure. Key activities include:

- Collecting improved data on EV charger availability.
- Prioritizing ready-to-go projects for state and federal incentives.
- Developing the Zero-Emission Vehicle Infrastructure Plan (ZIP).
- Establishing reliability standards and updating transportation energy forecasts.

2025 LEGISLATIVE DEADLINES

Jan. 6: Legislature reconvenes

Jan. 10: Budget bill must be submitted by Governor

Jan. 24: Last day to submit bill requests to the Office of Legislative Counsel.

Feb. 21: Last day for bills to be introduced

May 2: Last day for policy committees to hear and report to fiscal committees' fiscal bills introduced in their house

May 9: Last day for policy committees to hear and report to the Floor nonfiscal bills introduced in their house

May 16: Last day for policy committees to meet prior to June 9

May 23: 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 9

June 2-6: Floor Session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to A.R. 77.2, and Conference Committees

June 6: Last day for each house to pass bills introduced in that house

June 9: Committee meetings may resume

June 15: Budget bill must be passed by midnight

July 18: Last day for policy committees to hear and report bills

Aug. 29: Last day for fiscal committees to hear and report bills to the Floor

Sept. 2-12: Floor session only. No committees may meet for any purpose, except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees

Sept. 5: Last day to amend on the Floor

Sept. 12: Last day for each house to pass bills. Interim Recess begins upon adjournment