

BOARD MEETING DATE: May 6, 2022

AGENDA NO. 22

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting remotely on Friday, April 8, 2022. The following is a summary of the meeting.

Agenda Item	Recommendation/Action
SB 1235 (Borgeas) – All pollution: portable equipment: emergency events	Oppose

**RECOMMENDED ACTION:**

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

Michael A. Cacciotti, Chair  
Legislative Committee

DJA:LTO:PFC:DPG:ar

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**Committee Members**

Present: Mayor Pro Tem Michael A. Cacciotti, Chair  
Board Member Veronica Padilla-Campos  
Council Member Nithya Raman  
Senator Vanessa Delgado (Ret.)  
Supervisor V. Manuel Perez

Absent: Supervisor Janice Rutherford

**Call to Order:** Chair Michael Cacciotti called the meeting to order at 9:00 a.m.

**ACTION/DISCUSSION ITEMS:**

**1. Recommend Position on State Bill:**

Philip Crabbe, Senior Public Affairs Manager/Legislative, Public Affairs & Media, presented SB 1235 (Borgeas) Air pollution: portable equipment: emergency events. This bill would:

- Codify CARB’s regulation authorizing portable equipment to be operated during an emergency event; and
- Authorize portable equipment to be operated during a public safety power shut-off (PSPS) event.

This bill would create a new blanket exemption resulting in a potential increase of harmful emissions from diesel portable equipment that impact communities throughout the South Coast AQMD region and state.

Supervisor Manuel Perez inquired about the bill author and additional background on the bill. Staff provided background about the author and South Coast AQMD rulemaking to address the use of engines during PSPS events. For additional information, please refer to the [Webcast](#) beginning at 7:30.

**Staff recommended an “OPPOSE” position on this bill.**

Moved by Perez; seconded by Raman; unanimously approved  
 Ayes: Cacciotti, Delgado, Padilla-Campos, Perez, Raman  
 Noes: None  
 Abstain: None  
 Absent: Rutherford

There was no public comment.

**2. Update on South Coast AQMD Sponsored and High-Priority State Legislation**

Derrick Alatorre, Deputy Executive Officer/Legislative, Public Affairs & Media, informed the committee that staff is proposing to move the May Legislative Committee meeting to Thursday, May 12 to accommodate the Governing Board Retreat.

Mr. Alatorre provided an update on AB 1749 (C. Garcia) Community Air Protection Blueprint: community emissions reduction programs: toxic air contaminants and criteria air pollutants.

Assembly Member Cristina Garcia agreed to include bill language on behalf of South Coast AQMD to increase the time allowed for the development of a Community Emissions Reduction Plan (CERP) from 1 year to 2 years, after an AB 617 community is selected and with agreement from the Community Steering Committee. The author also agreed to delete language in the bill that severely restricted permitting statewide.

Additionally, the bill would require:

- CARB's updates to the AB 617 statewide blueprint plan to include emission reduction measures;
- Air districts' annual updates to show how CERPs are consistent with the statewide plan; and
- Permits for stationary sources of pollution to be posted on the respective air agencies' website.

Another South Coast AQMD sponsored bill is AB 2141 (E. Garcia) Greenhouse Gas Reduction Fund: community projects: funding. The bill would provide sustainable AB 617 implementation and incentive funding for air districts from the Greenhouse Gas Reduction Fund. Staff is working with the author to amend the bill to provide up to 20 percent or \$600 million in cap-and-trade auction proceeds for AB 617 funding.

Mr. Alatorre provided an update on South Coast AQMD sponsored bill, AB 2836 (E. Garcia) Carl Moyer Memorial Air Quality Standards Attainment Program: vehicle registration fees: California tire fee. The bill would reauthorize the Carl Moyer and AB 923 Programs.

Supervisor Perez asked if there are additional amendments to AB 1749 (C. Garcia). Wayne Nastri, Executive Officer, responded that an amendment is being explored that would involve participation by state agencies when identified in a CERP.

Board Member Padilla-Campos inquired about the permitting provision removed from AB 1749. Mr. Alatorre provided an explanation of that provision.

Senator Delgado requested an update on South Coast AQMD efforts to pursue state legislation to address violations by rendering plants. Staff provided information on AB 2910 (Santiago) related to increasing civil penalties for air quality violations.

For additional information, please refer to the [Webcast](#) beginning at 15:35.

There was no public comment.

### **3. Update and Discussion on Federal Legislative Issues**

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

Gary Hoistma of Carmen Group reported that the U.S. EPA published the ultra-low NOx rule in the Federal Register on March 28. Comments are due by May 13 and a final rule will be issued by the end of the year.

Council Member Raman inquired about South Coast AQMD's position on the proposed rule for heavy-duty trucks.

Mr. Nastri responded that the South Coast AQMD submitted a petition six years ago providing significant information that a NOx standard of the 0.02 g/bhp-hr is possible. For additional information, please refer to the [Webcast](#) beginning at 25:08.

Jed Dearborn of Cassidy & Associates reported that President's budget was released outlining a budget of \$11.9 billion for U.S. EPA. Of that amount, the air quality spending is outlined as follows:

- \$322 million for Section 103 and 105 of the Clean Air Act;
- \$150 million for the Diesel Emissions Reduction Act; and,
- \$59 million for the Targeted Airshed Grant program.

Mark Kadesh of Kadesh & Associates reported that the Fiscal Year 2023 Appropriations process is underway. South Coast AQMD is engaged with our Congressional Delegation to support air quality programs.

Harvey Eder provided public comment regarding AB 617.

#### **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 issues in Sacramento.

Alfredo Arredondo of Resolute reported on AB 2852 (Bloom), a bill sponsored by South Coast AQMD, that would designate air districts as independent special districts for purposes of funding eligibility. The bill will be heard in the Assembly Local Government Committee in April.

Ross Buckley of California Advisors, LLC reported that Attorney General Rob Bonta and CARB announced that they are leading a multistate coalition effort urging U.S. EPA to adopt a more protective standard for particulate matter emissions from airplanes. The announcement is a follow-up to pending litigation against U.S. EPA over standards regulating greenhouse gas emissions from airplanes.

Paul Gonsalves of Joe A. Gonsalves & Son provided a brief overview of Governor Gavin Newsom's recently updated Climate Adaption Strategy.

There was no public comment.

**OTHER MATTERS:**

**5. Other Business**

There was no other business to report.

**6. Public Comment Period**

Mr. Eder commented on the passing of his friend, Professor Todd Gitlin.

**7. Next Meeting Date**

The next regular Legislative Committee meeting is scheduled for Thursday, May 12, 2022 at 10:00 a.m.

**Adjournment**

The meeting adjourned at 9:46 a.m.

**Attachments**

1. Attendance Record
2. Recommend Position on State Bill
3. Update on Federal Legislative Issues – Written Reports
4. Update on State Legislative Issues – Written Reports

# ATTACHMENT 1

## **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING ATTENDANCE RECORD – April 8, 2022**

Mayor Michael Cacciotti ..... South Coast AQMD Board Member  
Senator Vanessa Delgado ..... South Coast AQMD Board Member  
Board Member Veronica Padilla-Campos ..... South Coast AQMD Board Member  
Supervisor V. Manuel Perez ..... South Coast AQMD Board Member  
Council member Nithya Raman ..... South Coast AQMD Board Member

Debra Mendelsohn ..... Board Consultant (Rutherford)  
Amy Wong ..... Board Consultant (Padilla-Campos)  
Ross Zelen ..... Board Consultant (Kracov)

Alfredo Arredondo ..... Resolute  
Ross Buckley ..... California Advisors, LLC  
John Dearborn ..... Cassidy & Associates  
Paul Gonsalves ..... Joe A. Gonsalves & Son  
Gary Hoitsma ..... Carmen Group, Inc.  
Mark Kadesh ..... Kadesh & Associates

Mark Abramowitz ..... Public  
Jackson Guze ..... Public  
Jason Henderson ..... Public  
Zach Leary ..... Public  
Erick Martell ..... Public  
Josh Nuni ..... Public  
David Rothbart ..... Public  
Patty Senecal ..... Public  
Hoan Thai ..... Public  
Peter Whittingham ..... Public

Derrick Alatorre ..... South Coast AQMD Staff  
Debra Ashby ..... South Coast AQMD Staff  
Barbara Baird ..... South Coast AQMD Staff  
Cindy Bustillos ..... South Coast AQMD Staff  
Maria Castro ..... South Coast AQMD Staff  
Philip Crabbe ..... South Coast AQMD Staff  
Sindy Enriquez ..... South Coast AQMD Staff  
Anissa Cessa Heard-Johnson ..... South Coast AQMD Staff  
Mark Henninger ..... South Coast AQMD Staff  
Kathryn Higgins ..... South Coast AQMD Staff  
Sujata Jain ..... South Coast AQMD Staff  
Aaron Katzenstein ..... South Coast AQMD Staff  
Jason Low ..... South Coast AQMD Staff  
Karin Manwaring ..... South Coast AQMD Staff  
Ron Moskowitz ..... South Coast AQMD Staff  
Susan Nakamura ..... South Coast AQMD Staff

Wayne Nastri ..... South Coast AQMD Staff  
Denise Peralta Gailey ..... South Coast AQMD Staff  
Sarah Rees ..... South Coast AQMD Staff  
Mary Reichart ..... South Coast AQMD Staff  
Aisha Reyes ..... South Coast AQMD Staff  
Denny Shaw ..... South Coast AQMD Staff  
Danielle Soto..... South Coast AQMD Staff  
Lisa Tanaka O'Malley ..... South Coast AQMD Staff  
Anthony Tang ..... South Coast AQMD Staff  
Victor Yip..... South Coast AQMD Staff

# ATTACHMENT 2A

South Coast Air Quality Management District  
Legislative Analysis Summary – SB 1235 (Borgeas)  
Version: As Introduced 2/17/22  
Analyst: PC

## **SB 1235 (Borgeas)**

Air pollution: portable equipment: emergency events.

**Summary:** This bill would codify CARB’s regulation authorizing portable equipment to be operated during an emergency event and would also authorize portable equipment to be operated during a public safety power shut-off (PSPS) event.

**Background:** Existing law authorizes air districts to establish a permit system requiring that any person who builds, erects, alters, replaces, operates, or uses any article, machine, equipment, or other contrivance that may cause the issuance of air contaminants obtain a permit to ensure compliance with applicable air quality standards. Existing law requires CARB to establish, by regulation, an optional registration program for portable equipment that is, or may be, used in more than a single air district. Pursuant to this directive, CARB established the Portable Equipment Registration Program, which allows portable engines and equipment units to operate throughout the state without authorization or permits from air districts. CARB’s regulations allow for the temporary operation of otherwise unregistered or unpermitted portable engines during an emergency event if certain conditions are met. CARB’s regulations define “emergency event” as any situation arising from a sudden and reasonably unforeseen natural disaster such as earthquake, flood, fire, or other unforeseen events beyond the control of the portable engine or equipment unit operator, its officers, employees, and contractors that threatens public health and safety and that requires the immediate temporary operation of portable engines or equipment units to help alleviate the threat to public health and safety.

**Status:** 3/17/22 - March 28 hearing in Senate Environmental Quality postponed by committee.

**Specific Provisions:** Specifically, this bill would:

- 1) Codify CARB’s regulation authorizing portable equipment to be operated during an emergency event and would also authorize portable equipment to be operated during a PSPS event.
- 2) Define PSPS event, in part, as a planned power outage undertaken by an electrical corporation to reduce the risk of wildfires caused by utility equipment.
  - a. PSPS event has the same meaning as a “deenergization event”, which is defined as a planned power outage, undertaken by an electrical corporation to reduce the risk of wildfires caused by utility equipment. A deenergization event commences when an electrical corporation provides notice to any state agency or political subdivision of the potential need to initiate a planned deenergization of the electrical grid, and ceases when the electrical corporation restores electrical services to all deenergized customers, or at such time as the electrical corporation cancels the deenergization event for some or

all of its affected customers, and rescinds the notice of the potential need to initiate the deenergization event. A deenergization event does not include any planned outages in connection with regular utility work.

**Impacts on South Coast AQMD’s Mission, Operations or Initiatives:** Not only does this bill codify CARB’s rules relating to the use of portable equipment during emergencies, but it goes farther by increasing the amount of time dirty, high emitting portable equipment can be used. South AQMD understands the importance of the availability of power during an emergency, however creating a new blanket exemption that allows portable equipment to be used during PSPS events will increase the amount of harmful emissions that impact communities throughout the South Coast region and the state. It is important to ensure that power is provided in a way that minimizes the potential harmful effects of significant diesel emissions. Also, the definition of PSPS events is very broad and would allow use of portable equipment even before power is actually shut down, further increasing the public’s exposure to harmful emissions.

Overall, this bill is detrimental to South Coast AQMD’s mission to protect public health, reduce the impacts of air pollution within the South Coast region, and attain federal air quality standards.

**Recommended Position: OPPOSE**

**Support:**

N/A

**Opposition:**

N/A

**Introduced by Senator Borgeas**

February 17, 2022

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An act to add Section 41756 to the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

SB 1235, as introduced, Borgeas. Air pollution: portable equipment: emergency events.

Existing law authorizes local air pollution control and air quality management districts (air districts) to establish a permit system requiring that any person who builds, erects, alters, replaces, operates, or uses any article, machine, equipment, or other contrivance that may cause the issuance of air contaminants obtain a permit to ensure compliance with applicable air quality standards. Existing law requires the State Air Resources Board to establish, by regulation, an optional registration program for portable equipment that is, or may be, used in more than a single air district. Pursuant to this directive, the state board established the Portable Equipment Registration Program, which allows portable engines and equipment units to operate throughout the state without authorization or permits from air districts. The state board's regulations allow for the temporary operation of otherwise unregistered or unpermitted portable engines during an emergency event if certain conditions are met. The state board's regulations define "emergency event" as any situation arising from a sudden and reasonably unforeseen natural disaster such as earthquake, flood, fire, or other unforeseen events beyond the control of the portable engine or equipment unit operator, its officers, employees, and contractors that threatens public health and safety and that requires the immediate temporary operation

of portable engines or equipment units to help alleviate the threat to public health and safety.

This bill would codify the state board’s regulation authorizing portable equipment to be operated during an emergency event, as defined above, and would also authorize portable equipment to be operated during a public safety power shut-off event. The bill would define “public safety power shut-off event,” in part, as a planned power outage undertaken by an electrical corporation to reduce the risk of wildfires caused by utility equipment.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

- 1 SECTION 1. Section 41756 is added to the Health and Safety
- 2 Code, to read:
- 3 41756. (a) Notwithstanding any other law, portable equipment
- 4 may be operated during an emergency event if the portable
- 5 equipment, and the owner or operator of the portable equipment,
- 6 complies with the requirements of subdivision (c) of Section 2455
- 7 of Title 13 of the California Code of Regulations.
- 8 (b) For purposes of this section, “emergency event” includes
- 9 both of the following:
- 10 (1) An “emergency event,” as defined in subdivision (j) of
- 11 Section 2452 of Title 13 of the California Code of Regulations.
- 12 (2) A public safety power shut-off event. For the purpose of
- 13 this subdivision, “public safety power shut-off event” has the same
- 14 meaning as “deenergization event” set forth in Section 351 of the
- 15 Water Code.

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# 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:** March 24, 2022  
**Re:** Federal Update -- Executive Branch

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**FY 22 Appropriations:** In March, Congress finalized and approved -- and the President signed -- the FY22 Omnibus appropriations bill which frees up significant new and higher funding levels for programs. This includes, for example, higher funding levels at the EPA for DERA, Targeted Airshed grants, and related Clean Air Act funding. It also includes full funding for the new programs authorized under the new Bipartisan Infrastructure Law, including the new MEGA and Charging and Fueling Infrastructure grant programs. Other noteworthy items in the bill include \$3.2 billion – an increase of \$338 million over 2021 -- for the Department of Energy to build clean energy projects and boost clean energy manufacturing; \$100 million dedicated to advancing environmental justice at the EPA; and an increase of \$776 million for the Department of the Interior and increases at the Department of Agriculture to prevent wildfires.

Here are additional items of interest from recent activities at key federal agencies:

## **Environmental Protection Agency**

**EPA Proposes Ultra-Low NOx Rule for Heavy Trucks:** On March 7, the EPA announced its long-awaited proposal under its Clean Trucks Plan to establish new NOx emissions standards for heavy duty vehicles and engines starting in model year 2027, an action that South Coast AQMD first petitioned for in 2016. The pre-publication proposed rule (1374 pages) sets out two regulatory options and is requesting comments on both. Option 1 would implement stronger NOx standards in two steps, reaching a 90% reduction from today's standards over a 20-year period. Option 2, to be achieved in one step, would achieve less emissions reductions than Option 1 over the same period. EPA will hold a public hearing on the proposed rule in mid-April and accept formal written comments through mid-May. This would lead to a final rule being released before the end of 2022.

**EPA Restores California Waiver:** In March, the EPA rescinded the Trump SAFE-1 Rule and reinstated California's authority under the Clean Air Act to set its own auto emissions standards and zero-emission vehicle (ZEV) sales mandate.

**EPA Proposes “Good Neighbor” Plan to Cut Smog Across State Lines:** In March, the EPA issued a proposed rule implementing the Clean Air Act's “good neighbor” or “interstate transport” provision which requires submission and approval of each state's

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good neighbor State Implementation Plan (SIP). The proposed rule requires that if EPA finds that a state has not submitted an acceptable plan, then it must issue a Federal Implementation Plan (FIP) within two years to ensure downwind states are protected.

**EPA Awards Rebates for Clean School Buses:** In March, the EPA announced the award of \$17 million in Clean School Bus rebates: \$7 million in Electric School Bus Rebates under the 2021 American Rescue Plan directed to school districts in underserved communities; and \$10 million in DERA rebates directed to 444 school bus replacements across the country. These included awards totaling \$980,000 for cleaner school buses in California.

**EPA Announces New Science Process to Support EPA Decisions:** The EPA has announced the implementation of a new “Science Supporting EPA Decisions” process which it says will strengthen peer review, independence and better use of expertise provided by the agency’s Science Advisory Board (SAB) in making critical decisions.

## **Department of Transportation**

### **DOT Announces (MEGA, INFRA, RURAL) Grant Programs Funding Availability:**

In March, the U.S. Department of Transportation announced a combined funding availability of \$2.9 billion for three major discretionary grant programs authorized under the new Bipartisan Infrastructure Law. These programs include the following:

- National Infrastructure Project Assistance (MEGA) program (\$1 billion for FY22)
- Infrastructure for Rebuilding America (INFRA) program (\$1.55 billion for FY22)
- Rural Surface Transportation Grant (RURAL) program (\$300 million for FY22)

According to the DOT, putting the three programs under a single notice will make it easier for communities to apply for one, two, or three major discretionary grant programs with a single application and a common set of criteria. Applications are due May 23, 2022.

### **FTA Announces (Low-No, Bus and Bus Facilities) Programs Funding Availability:**

In March, the Federal Transit Administration (FTA) announced a combined funding availability of \$1.5 billion for two major bus discretionary grant programs funded under the Bipartisan Infrastructure Law. These include the Low or No Emission (Low-No) grant program (\$1.1 billion for FY22), and the Bus and Bus Facilities grant program (\$372 million for FY22). Applications are due May 31, 2022.

**FTA Announces FY21 Bus and Bus Facilities Grants:** In March, the FTA announced the award of \$409.3 million in grants to 70 projects in 39 states to modernize, electrify, and reduce emissions from buses and bus systems across the country. The agency said it received more than \$2.5 billion in funding requests for such grants, more than five times the amount of funding available.

**Dust-Up Over Highway Funding Policy Guidance Defused for Now:** Recently voiced concerns expressed by some states, governors and Republican members of Congress about Administration policy guidance that seemed to restrict the flexibility of states to direct highway formula funding to their projects of choice appears to have been eliminated for the time being. In interactions with members of Congress in March

through letters, speeches and appearances by the Secretary of Transportation and the White House Infrastructure Coordinator, Administration reassurances were given that states do retain the flexibility they need and expect under the Infrastructure law.

**FAA Charts Path to Eliminate Lead Emissions from General Aviation:** The Federal Aviation Administration recently announced a new public-private initiative that outlines how the country can safely eliminate the use of leaded aviation fuel by the end of 2030. The effort is based on actions that involve the FAA, the EPA, fuel suppliers and distributors, airports, engine and aircraft manufacturers, research institutions, associations, environmental experts, community groups and other stakeholders.

## **Department of Energy**

### **Notable Appointments:**

**Christopher Davis**, *Chief of Staff*

DOE Senior Advisor; Obama WH and DOE; House Oversight and Energy Committees

**Fred Pfaeffle**, *Senior Counsel, Office of General Counsel*

Env. Attorney; Obama USDA; Dep. Counsel, County of LA; JD, Univ. of Southern Calif.

**DOE Study Examines Projected Future Costs of ZERO-Emission Trucks:** In March, the Department of Energy released its own internal study that projects that by 2030, nearly half of medium- and heavy-duty trucks will be cheaper to buy, operate, and maintain as zero emissions vehicles than as traditional diesel-powered combustion engine vehicles. The study, published by the DOE's National Renewable Energy Laboratory, envisions continued improvements in zero-emission vehicle and clean fuel technologies in the years ahead.

**DOE Report Maps Strategy to Secure Clean Energy Supply Chain:** The Department of Energy has released what it calls the first-ever comprehensive plan "to ensure security and increase our energy independence." The report, "America's Strategy to Secure the Supply Chain for a Robust Clean Energy Transition," includes over 60 actions to enhance supply chain resiliency, spur domestic manufacturing capacity and create jobs. Among its policy recommendations is to "leverage federal purchasing power to provide a sustained demand signal for both domestic clean energy products and the capability to manufacture them domestically."

**DOE Announces Launch of Lithium Battery Workforce Initiative:** In March, the Department of Energy announced the launch of a national workforce development strategy for lithium battery manufacturing. As part of a \$5 million investment, DOE will support up to five pilot training programs in energy and automotive communities, and advance partnerships for the domestic lithium battery supply chain. DOE notes that lithium batteries power electric vehicles and consumer electronics and are a "critical component" of the President's carbonization strategy.

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**Outreach:** Contacts included multiple members of our business coalition group on the EPA's Ultra-Low NOx rulemaking process.

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# ATTACHMENT 3B



To: South Coast Air Quality Management District  
From: Cassidy & Associates  
Date: March 22, 2021  
Re: March Report

## HOUSE/SENATE

Congress passed the fiscal 2022 \$1.5 trillion omnibus spending package. The package was stripped of its \$15.6 billion COVID-19 relief funding in the House. The over 2,000-page omnibus appropriates funds across the 12 annual bills, includes nearly \$14 billion in support for Ukraine, and it also carries a variety of unrelated bills that Congress was eager to pass. The House hopes to pass the COVID-19 relief as a stand-alone bill. Now that the government is funded through the end of the fiscal year, appropriators are turning their attention to fiscal year 2023 appropriations.

The House is not in session this week. Last week, Senate Majority Leader Schumer began the process to go to a formal conference with the House on the China-focused USICA/America COMPETES Act, designed to spur U.S. production of semiconductors, improve supply chain resiliency, increase U.S. investment in basic research, and confront the rise of China. The House and Senate have passed different versions of this legislation, therefore both chambers must resolve those differences and pass an identical version. The Senate will return this week to consider HR 4521, the America COMPETES Act as a part of this process.

Additionally, Senator Schumer will also try to reach agreement on a House-passed bill to end permanent normal trade relations for Russia and Belarus. Senate Democrats are also expected to work with Sen. Joe Manchin (chair of the Energy and Natural Resources Committee) on his concerns about a House-passed Russian oil import ban.

### *EPA*

Earlier this month, the EPA proposed new, stronger standards to promote clean air and reduce pollution from heavy-duty vehicles and engines starting in model year (MY) 2027. The proposed standards would reduce emissions of smog- and soot-forming nitrogen oxides (NOx) from heavy-duty gasoline and diesel engines and set updated greenhouse gas (GHG) standards for

certain commercial vehicle categories. This proposed rule would ensure the heavy-duty vehicles and engines that drive American commerce and connect people across the country are as clean as possible while charting a path to advance zero-emission vehicles in the heavy-duty fleet.

For more information on the rule on the public comment process, please visit:

<https://www.epa.gov/regulations-emissions-vehicles-and-engines/proposed-rule-and-related-materials-control-air-1>.

On March 9, 2022, the EPA reinstated California’s authority under the Clean Air Act to implement its own GHG emissions standards and zero emission vehicle (ZEV) sales mandate. This action concludes the agency’s reconsideration of 2019’s Safer Affordable Fuel-Efficient Vehicles Rule Part One: One National Program Rule (SAFE-1) by finding that the actions taken under the previous administration as a part of SAFE-1 were decided in error and are now entirely rescinded.

More information on the action can be found here: <https://www.epa.gov/regulations-emissions-vehicles-and-engines/notice-decision-reconsideration-previous-withdrawal>.

The EPA proposed their “Good Neighbor” plan to cut smog across much of the United States. The plan would cut pollution from power plants and industrial sources that significantly contribute to unhealthy levels of ground-level ozone, or smog, for millions of Americans who live downwind. Relying on a longstanding regulatory framework and commonly used, affordable pollution controls, this action would help states fully resolve their Clean Air Act “good neighbor” obligations for the 2015 Ozone National Ambient Air Quality Standards (NAAQS), enhancing public health and environmental protections regionally and for local communities.

More information on the program can be found here: <https://www.epa.gov/csapr/good-neighbor-plan-2015-ozone-naaqs>.

As a part of President Biden’s [National COVID-19 Preparedness Plan](#) that was released on March 3, the EPA announced the “Clean Air in Buildings Challenge” to help building owners and operators improve indoor air quality and to protect public health. The challenge is a call to action and a concise set of guiding principles and actions to assist building owners and operators with reducing risks from airborne viruses and other contaminants indoors. The Clean Air in Buildings Challenge highlights a range of recommendations and resources available to assist with improving ventilation and indoor air quality, which can help to better protect the health of building occupants and reduce the risk of COVID-19 spread.

More information on the Clean Air in Buildings Challenge can be found here:

<https://www.epa.gov/indoor-air-quality-iaq/clean-air-buildings-challenge>.

Cassidy and Associates support in March:

- Scheduled follow-up meeting for Executive Team and EPA.
- Scheduled meetings to update House Congressional Committee staff on FIP and EPA.
- Tracked appropriations for FY22 and the release of the President's budget for FY23.
- Tracked status of Build Back Better or a scaled-back version and updated SCAQMD team on a regular basis.
- Participated in weekly strategy sessions with SCAQMD staff.

## PANDEMIC RESPONSE PROGRAMS AND AUTHORITIES

### End Date/Program

**March 27, 2025**

Special inspector General for Pandemic Recovery

**Sept. 30, 2025**

Pandemic Response Accountability Committee, Congressional Oversight Commission

## AGENCY RESOURCES

USA.gov is cataloging all U.S. government activities related to coronavirus. From actions on health and safety to travel, immigration, and transportation to education, find pertinent actions [here](#). Each Federal Agency has also established a dedicated coronavirus website, where you can find important information and guidance. They include: Health and Human Services ([HHS](#)), Centers of Medicare and Medicaid ([CMS](#)), Food and Drug Administration ([FDA](#)), Department of Education ([DoED](#)), Department of Agriculture ([USDA](#)), Small Business Administration ([SBA](#)), Department of Labor ([DOL](#)), Department of Homeland Security ([DHS](#)), Department of State ([DOS](#)), Department of Veterans Affairs ([VA](#)), Environmental Protection Agency ([EPA](#)), Department of the Interior ([DOI](#)), Department of Energy ([DOE](#)), Department of Commerce ([DOC](#)), Department of Justice ([DOJ](#)), Department of Housing and Urban Development ([HUD](#)), Department of the Treasury ([USDT](#)), Office of the Director of National Intelligence ([ODNI](#)), and U.S. Election Assistance Commission ([EAC](#)).

Helpful Agency Contact Information:

U.S. Department of Health and Human Services – Darcie Johnston (Office – 202-853-0582 / Cell – 202-690-1058 / Email – [darcie.johnston@hhs.gov](mailto:darcie.johnston@hhs.gov))

U.S. Department of Homeland Security – Cherie Short (Office – 202-441-3103 / Cell – 202-893-2941 / Email – [Cherie.short@hq.dhs.gov](mailto:Cherie.short@hq.dhs.gov))

U.S. Department of State – Bill Killion (Office – 202-647-7595 / Cell – 202-294-2605 / Email – [killionw@state.gov](mailto:killionw@state.gov))

U.S. Department of Transportation – Sean Poole (Office – 202-597-5109 / Cell – 202-366-3132 / Email – [sean.poole@dot.gov](mailto:sean.poole@dot.gov))

# ATTACHMENT 3C

## KADESH & ASSOCIATES

South Coast AQMD Report for the April 2022  
Legislative Meeting covering March 2022  
Kadesh & Associates

The Senate finally approved the fiscal year 2022 omnibus appropriations bill on Thursday, March 10, sending it to the White House for President Joe Biden's signature and narrowly avoiding a possible government shutdown that would have been triggered at midnight on March 11.

As a reminder, the 2022 fiscal year actually began on October 1, 2021, but federal agencies have been funded by several stopgap Continuing Resolutions (CRs) approved by Congress over the last five months. This delay in finalizing FY22 means that the Congress turned almost immediately to the FY23 budget and appropriations process, with only slightly more than six months remaining in FY22 and several imminent deadlines.

Overall, EPA did well in the final FY22 bill: the agency will receive \$9.56 billion. While this was below the President's budget request, it does represent a \$323 million increase over the final FY21 level. Importantly, all of the key accounts for South Coast AQMD were increased over prior levels, including the DERA program (\$92 million), Targeted Airshed Grants (\$61.9 million), and the 103/105 programs (\$231.4 million).

At the last minute, the House had to cut \$15.6 billion from the agreement that had been requested by the Biden administration for Covid-19 medicines, vaccines, and testing. Republicans had insisted that any such funding be offset, and once the agreement was unveiled, many House Democrats objected to the specific offsets that were used. Negotiations have begun over options to replenish those Covid-19 accounts, but without a must-pass vehicle like the appropriations bill, the funding's fate is unclear.

With the enactment of the omnibus appropriations bill, DOT, EPA, and other federal agencies will soon be able to launch many of the programs that have been stalled due to their interim CR funding. As reported last month, the Congressional Budget Office identified \$197 billion in infrastructure funds that could not be released until the FY22 appropriations funding is enacted.

Finally, Sen. Manchin has indicated that he is open to restarting negotiations on the reconciliation bill provided that the effort addresses inflation and the deficit, and House and Senate committees are holding hearings to highlight some of the options available. The political window of opportunity will likely close this summer, so we will have a better idea in the coming weeks if a revival is possible.

Kadesh & Associates Activity Summary-

-Monitored and reported on final FY22 appropriations and began work with the delegation and South Coast AQMD staff on FY23 appropriations.

## **KADESH & ASSOCIATES**

-Continued to work with South Coast AQMD to brief congressional delegation on air quality impacts of the BIL and federal regulatory processes.

-Worked with South Coast AQMD staff on strategy to address nonattainment deadlines, including working in coordination with Bay Area AQMD to keep congressional attention and focus on the heavy truck NOx rule, and the need for updated federal mobile source regulations.

### **Contacts:**

Contacts included staff and House Members throughout the CA delegation, especially the authors of priority legislation, Senate offices, members of the South Coast House delegation, and members of key committees. We have also been in touch with administration staff.

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## South Coast Air Quality Management District Legislative and Regulatory Update – February 2022

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### ❖ Important Dates

- Apr. 7 – Spring Recess begins upon adjournment of session.
- Apr. 18 – Legislature Reconvenes from Spring Recess
- Apr. 29 – Last day for Policy Committees to hear and report fiscal bills

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

- Assisted South Coast staff in confirming and participating in key meetings with Legislators in Sacramento regarding sponsored legislation and budget priorities.
- Continued outreach to numerous legislative members and offices regarding South Coast priority legislation and issues.
- Secured Sponsorship status for priority legislation for SCAQMD relative to AB 617 funding and extension of Carl Moyer Program sunset.

### ❖ Joint Climate Change Committee on Climate Change Policies Held an Informational Hearing on “Achieving Carbon Neutrality: Tradeoffs and Opportunities”. On March 10, the Joint Climate Change Policies Committee held its informational hearing on [‘Achieving Carbon Neutrality: Tradeoffs and Opportunities’](#) (video at the link).

This hearing provided an opportunity for discussion of how California can potentially achieve its carbon neutrality goal by 2045, including a presentation by E3 on their CARB funded study that developed modeling on this topic. Key takeaways that the Committee discusses in their [Outcomes Report](#) include: “California is not on track to meet our 2030 and 2045 climate goals”; the State “needs to support innovation and a comprehensive policy approach”, and that “addressing climate change across our economy will require that we build an enormous amount of new transportation and energy infrastructure”

### ❖ SCAQMD Sponsored Legislation. In addition to the two policy bills mentioned in the previous monthly report dealing with the classification of SCAQMD as an ‘independent special district’, and updates to AB 617 statute to assist with more effective implementation of that program, SCAQMD has now become a sponsor of two additional bills. Assemblymember Eduardo Garcia is authoring two pieces of legislation: (1) securing a continuous appropriation of funding for AB 617 implementation and incentives funding, and (2) an extension of the Carl Moyer Program.

It should be noted that the policy proposal for AB 617 implementation and incentives will ultimately become part of the Annual Budget Act process that is currently underway.

### ❖ The California Air Resources Board Releases Scoping Plan Modeling. The Air Resources Board hosted a workshop on March 15 where 4 alternative models presented focused on achieving carbon neutrality in California. While not extensively detailed, they present the broad-strokes milestones that would need to be achieved under each scenario. The following is a summary developed by Inside Cal/EPA of the 4 alternatives:

# *Inside Cal/EPA*

*An exclusive weekly report on environmental legislation, regulation and litigation  
from the publishers of Inside EPA*

Vol. 33, No. 11 — March 18, 2022

## **CARB Weighs Climate Path Where All Gasoline Vehicles Are ‘Retired’ By 2035**

*Posted March 17, 2022*

California air officials are reviewing new modeling scenarios to inform their planned update to a greenhouse gas regulatory “scoping plan” to achieve long-term climate targets, including one path in which all internal combustion engine (ICE) passenger vehicles are “retired” by 2035 and only zero-emission vehicles are on the road.

The latest modeling results were unveiled during a March 15 California Air Resources Board (CARB) workshop by CARB staff and several third-party contractors, with the projections aiming to shape the policies and regulations that are eventually included in the scoping plan update.

The update, which CARB aims to finalize by the end of this year, will “assess progress towards achieving” the state’s 2030 target of reducing GHG emissions to 40 percent below 1990 levels, as well as “lay out a path” to achieve “carbon neutrality” by 2045. Gov. Gavin Newsom (D) has also instructed CARB to include strategies to achieve carbon neutrality by 2035.

The consulting firm Energy + Environmental Economics (E3) is leading the development of four modeling scenarios to reach the state’s GHG and climate targets, and presented an overview of its results to date during the March 15 workshop.

The four scenarios include Alternative 1, which seeks to attain carbon neutrality by 2035. This would entail the nearly “complete phaseout of combustion, limited reliance on engineered carbon removal, restricted applications for biomass derived fuels, and ambitious innovation in technology and aggressive consumer adoption trends (e.g. electric aviation adoption and 100% electrification by 2035),” according to the presentation.

Alternative 2 seeks to achieve carbon neutrality by 2035 using “a full suite of technology options, including engineered carbon removal.”

Alternative 3 models achievement of carbon neutrality by 2045, using a “broad portfolio of existing and emerging fossil fuel alternatives and alignment with statutes and Executive Orders.”

Lastly, Alternative 4 seeks carbon neutrality by 2045, using “existing and emerging technologies, [a] slower rate of clean technology and fuel deployment and consumer adoption,” while also reflecting “a higher reliance on engineered carbon removal.”



## CALIFORNIA ADVISORS, LLC

South Coast AQMD Report  
California Advisors, LLC  
April 8, 2022 Legislative Committee Hearing

### **Legislative Update**

On March 8, Governor Gavin Newsom delivered his fourth annual State of the State Address at the Natural Resources building in downtown Sacramento. In years past, the Governor typically delivered this address from the Assembly Chambers, but given the pandemic, the last two years have been at alternative locations. Notably, the Governor addressed the rising gas prices by saying they needed to do more to tackle this crisis. As you may recall, as part of his January budget blueprint, Gov. Newsom proposed a pause on the gas tax inflation increase. He spoke briefly about the need to enact a larger tax rebate to cover the increased gas prices. In the legislative leadership's response to the State of the State, they once again pushed back on the idea of a "gas tax holiday" because they don't believe the pause is the right move long term for the state.

On March 14, Governor Newsom announced the departure of Legislative Affairs Secretary Angie Wei and the appointment of Christy Bouma to fill her role. Wei has served in several positions in the Governor's Office since 2019. She will continue to serve the Administration as a member of the State Compensation Insurance Fund. Additionally, it was announced that the head of the Department of Finance, Keely Bosler would be stepping down after this year's budget. Thus, these are two key roles within the Governor's Administration that will have new faces by the end of the year.

### **Budget Update**

At the end of March, the Governor announced a proposed \$11 billion relief package for Californians facing higher gas prices. The key provision was a \$400 direct payment per vehicle, capped at two vehicles per household, which totals an estimated \$9 billion in rebates to residents of the state. Additionally, he proposed \$750 million for incentive grants to transit and rail agencies to provide free transit for three months, \$600 million to pause part of the sales tax rate for diesel for one year, \$523 million to backfill the inflationary adjustment to gas and diesel excise rates, and \$500 million for projects that promote biking and walking throughout the state.

Lastly, his proposal accelerates \$1.75 billion of his proposed zero-emission vehicle package. The Governor believes the acceleration of this money will further reduce the state's dependence on oil and save money in the long term. That money would include focusing on more ZEV passenger vehicles and building additional charging infrastructure around the state – especially in low-income communities.

The Governor's announcement indicated that he planned on beginning negotiations with leadership in the Assembly and the Senate over the coming days. He was hopeful that Californians could begin receiving their rebate checks by July. Given the large amount of rebates, it is likely that this proposal will help the state manage the Gann limit, but there is still significant negotiating that has to occur.

### **Special Elections**

April 5 is when the special primary election will be held to fill the vacant Assembly District 62 seat. This district was previously represented by former Assemblymember Autumn Burke who resigned from the Assembly at the beginning of February. The race will feature four democratic candidates that are vying for the top two positions. The race will go to a run-off if no candidate receives over 50% of the vote.

This will be a busy election day, as there are two additional state Assembly elections happening for seats located near the Bay Area and San Diego. There remain four vacant seats in the Assembly.



## **Joe A. Gonsalves & Son**

**Anthony D. Gonsalves**

**Jason A. Gonsalves**

**Paul A. Gonsalves**

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**TO:** South Coast Air Quality Management District  
**FROM:** Anthony, Jason & Paul Gonsalves  
**SUBJECT:** Legislative Update – March 2022  
**DATE:** Thursday, March 23, 2022

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The month of March marks the beginning of Committee hearings on the 1,361 new Assembly bills and the 660 new Senate bills. Given that February 18, 2022 was the bill introduction deadline, and that all bills must be in print for 30-days before they can be heard, the middle of March is the kick-off to committee hearing season.

This month, the Governor expressed California's solidarity with Ukraine by signing an Executive Order that directs state agencies and departments to ensure their contractors are complying with economic sanctions imposed on Russia. Additionally, the Governor helped pack emergency relief supplies for Ukraine that includes beds, wound and IV kits, defibrillators, wheelchairs, 100 oxygen concentrators and personal protective equipment to supply refugee camps. Meanwhile, the Legislature has been focused on the war's impacts at home by proposing relief at the gas pump. The Assembly, Senate, and Governor have all announced varying proposals and are in negotiations to find an agreement on some form of gas tax relief.

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

### **CALIFORNIA AND JAPAN MOC**

On March 21, 2022, Governor Newsom met with Japanese Ambassador to the U.S. Koji Tomita to strengthen economic cooperation and investment between California and Japan. This meeting builds upon a previous engagement with a framework for how we can tackle climate change and accelerate the transition to clean transportation together.

The signed Memorandum of Cooperation (MOC) will allow California and Japan to cooperate on projects, information sharing, research and development, investments, and more in the areas of climate change, trade and investment, renewable energy, energy storage, business exchange, zero-emission vehicles (ZEVs), high-speed rail (HSR) and other passenger rail services, public transportation, and water conservation and management.

This MOC includes a flexible framework between California and Japan in order to focus on two common objectives – strengthening climate-related activities and promoting renewable, clean

energy; and deepening our trade and investment relationship, including providing opportunities for business exchange and exploring investments in clean energy vehicles. This MOC builds on the previous version signed in 2014 by Governor Brown.

### **\$100 MILLION TRIBAL LED INITIATIVE**

On March 18, 2022, Governor Newsom announced a budget proposal to establish a \$100 million funding opportunity to strengthen partnerships with California Native American tribes to achieve the state's ambitious climate and conservation goals.

The proposed funding would support tribal initiatives that advance shared climate and biodiversity goals including research, development and implementation of traditional knowledge; workforce training, capacity building and technical support; and tribal nature-based climate conservation programs, among others.

In 2020, Governor Newsom called for accelerated use of nature-based solutions to combat the climate crisis through Executive Order N-82-20. The order called for a cohesive strategy to improve management of the state's diverse landscapes to protect climate-vulnerable communities, safeguard biodiversity, achieve carbon neutrality, improve public health and safety, and expand economic opportunity.

Two major initiatives were launched as part of this strategy, a major new conservation goal and a first-ever strategy to expand climate-smart land management. The state committed to conserve 30% of state lands and coastal waters by 2030, becoming a leader in an international effort referred to as "30X30." During public workshops for these initiatives, it was clear that California Native American tribes offered significant solutions and a willingness to partner with the state. State agencies are finalizing a Natural and Working Lands Climate Smart Strategy that will identify the state's priorities for managing our landscapes to meet California's climate goals.

Governor Newsom acknowledged that California Native peoples have lived interdependently with, and stewarded this environment since time immemorial, and that the state has a role in the violent disruption of that relationship. Collaborating with tribes will allow the state to build a more resilient, equitable, and thriving future for all Californians.

### **GAS TAX RELIEF**

Governor Newsom's January Budget proposal called for a one-year delay on an increase in the state gas tax that is set to kick in this summer. That plan would save drivers 3 cents a gallon and cost California a projected \$523 million in revenue next year. That was met with criticism from Legislative Leaders who expressed concerns that even a small cut to gas tax revenues could potentially jeopardize a tremendous amount of jobs in this state and inhibit some economic growth.

In early March, Republican lawmakers proposed suspending California's gas tax for 6 months, which would save drivers 51 cents on every gallon of gas. AB 1638 (Kiley) was introduced and proposed to use some of the state's current budget surplus (estimated to be from \$46.5 billion to \$69.5 billion) to make up the \$4.4 billion in revenue that would be lost during a six-month

suspension of the gas tax. On March 14, 2022, the Assembly declined suspending the rules to hear AB 1638, failing 18-40.

On Thursday, March 17, 2022, Assemblymember Cottie Petrie-Norris and 23 other Legislators announced a proposal for a \$400 gas rebate which would be equivalent to a one-year gas tax holiday. The stimulus-like rebate would go to all state taxpayers, not just drivers, because of the increase in living expenses. Assemblymembers also emphasized the rebate option is a good one because it allows residents to have more flexibility in how they use the money. They said they would like to see the rebate move forward as quickly as possible this spring.

On March 18, 2022, Assembly Speaker Rendon and Senate President Pro Tempore Atkins announced their plan that would send \$200 back to each taxpayer and dependent with a \$250,000 income threshold. It's designed to put more money in the pockets of larger families with no limits on the number of dependents a taxpayer can claim. Around 90% of taxpayers would receive a check, costing the state about \$6.8 billion.

On March 23, 2022, Governor Newsom announced his \$11 Billion Relief Package that proposes the following:

- Provide all registered vehicle owners in California a \$400 per vehicle rebate, totaling \$9 billion in direct payments to millions of Californians.
  - Eligibility will be based on vehicle registration, not tax records, in order to include seniors (who receive Social Security Disability income) and low-income non-tax filers.
- Provide \$2 billion in relief for free public transportation for three months.
  - \$750 million in incentive grants to transit and rail agencies to provide free transit for Californians for 3 months.
  - Up to \$600 million to pause a part of the sales tax rate on diesel for one year.
  - \$523 million to pause the inflationary adjustment to gas and diesel excise tax rates.
- \$500 million to support active transportation programs
- Fast-track \$1.75 billion of the Governor's historic \$10 billion ZEV package to get more Californians into clean vehicles faster and build more charging stations.

The Newsom Administration and Legislative Leaders are continuing to negotiate the details of the proposal over the next few weeks. Once an agreement is reached and approved through the Legislature, the first payments could begin as soon as July.

### **GOVERNOR'S APPOINTMENTS**

On March 17, 2022 Governor Newsom appointed Clare Mendelsohn as Deputy Secretary for Public Policy at the California Environmental Protection Agency. Mendelsohn was Forest Supervisor for the U.S. Forest Service at the White Mountain National Forest from 2017 to 2020, where she was Deputy Forest Supervisor from 2015 to 2017. She was Director of the Western Regional Environmental Office for the U.S. Air Force from 2002 to 2013 and Special Projects Manager in the Clean Energy and Climate Change Section, Air Division for the U.S. Environmental Protection Agency, Region 9 in 2012. Mendelsohn was Senior Operational Research Analyst for the Air Force Studies and Analyses Agency in 2002 and Chief of the

Environmental Operations Branch for the Materiel Command of the U.S. Air Force Office of Environmental Management in 2001. Mendelsohn earned a Master of Business Administration degree from the MIT Sloan School of Management and a Master of Science degree in Environmental Engineering and Management from the Air Force Institute of Technology. This position does not require Senate confirmation.

On March 14, 2022, Governor Gavin Newsom announced the appointment of Christy Bouma as Legislative Affairs Secretary in the Office of the Governor, filling the role held by Angie Wei since December 2020. Wei has served in several positions in the Governor's Office since 2019. Wei will continue to serve the Administration as a member of the State Compensation Insurance Fund. Christine Bouma was President of Capitol Connection from 2008 to 2022, where she was Legislative Advocate from 2000 to 2008. She was a Mathematics and Computer Science Teacher at the Hesperia Unified School District from 1989 to 1999 and an Instructor at Victor Valley Community College from 1991 to 1998. She is a member and former President of the Institute of Governmental Advocates and served two Governors as a Member of the Commission on Health and Safety and Workers' Compensation. Bouma earned a Master of Science degree in Computer Science from California State University, Sacramento. This position does not require Senate confirmation.

On March 2, 2022, Karen Douglas was appointed Senior Advisor for Energy in the Office of the Governor. Douglas has served as a California Energy Commission Member since 2008. Douglas was Director of the California Climate Initiative for the Environmental Defense Fund from 2005 to 2008. She held several positions at the Planning and Conservation League from 2001 to 2005, including Acting Executive Director and General Counsel. Douglas earned a Juris Doctor degree from Stanford Law School and a Master of Public Policy degree in Environmental Policy from the University of Colorado Boulder. This position does not require Senate confirmation.

On March 2, 2022, Rachel Zwillinger was appointed Assistant General Counsel for Enforcement at the California Environmental Protection Agency. Zwillinger has been a Water Policy Advisor at Defenders of Wildlife since 2014. She was Natural Resources Defense Council Fellow at Altshuler Berzon LLP from 2011 to 2014, Law Clerk to the Honorable John T. Noonan at the U.S. Court of Appeals for the Ninth Circuit from 2010 to 2011 and Law Clerk to the Honorable Marilyn L. Huff at the U.S. District Court for the Southern District of California from 2009 to 2010. Zwillinger earned a Juris Doctor degree from Stanford Law School and a Master of Science degree from the Stanford Emmett Interdisciplinary Program in Environment and Resources. This position does not require Senate confirmation.

On March 2, 2022, Yvonna Cázares was appointed Deputy Director for the Office of Environmental Equity at the California Department of Toxic Substances Control. Cázares has been Director of Community Engagement in the Oakland Mayor's Office since 2017. She was Public Information Officer II for the Bay Area Air Quality Management District from 2014 to 2017, Director of Parent Engagement Programs at the California State PTA from 2013 to 2014 and Policy Manager at GSA Network from 2012 to 2013. Cázares was Marketing and Public Relations Director for Spinal Injury Center from 2007 to 2012, Latino Vote Director and Field Organizer for Steve Pougnet for Congress from 2009 to 2010, and Policy Analyst and Lobbyist for the Verde Consulting Group LLC from 2008 to 2009. She was a Sustainable Economics and Environmental Justice and Climate Change Fellow at Redefining Progress from 2007 to 2008 and an Administrative Assistant at Iris Capital Group LLC from 2004 to 2006. Cázares earned a

Master of Business Administration degree from the Pepperdine Graziadio Business School. This position does not require Senate confirmation.

## **2022 LEGISLATIVE DEADLINES**

<u>April 7-18:</u>	Spring Recess
<u>April 29:</u>	Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.
<u>May 6:</u>	Last day for policy committees to hear and report to the floor nonfiscal bills introduced in their house.
<u>May 13:</u>	Last day for policy committees to meet prior to May 31
<u>May 20:</u>	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 May 31
<u>May 27:</u>	Last day for each house to pass bills introduced in that house
<u>June 15:</u>	Budget Bill must be passed by midnight
<u>June 30:</u>	Last day for a legislative measure to qualify for the Nov. 8, 2022 General Election ballot
<u>July 1:</u>	Last day for policy committees to meet and report bills
<u>July 1- August 1:</u>	Summer Recess
<u>August 12:</u>	Last day for fiscal committees to meet and report bills
<u>August 15 – 31:</u>	Floor session only. No committee may meet for any purpose except Rules Committee.
<u>August 25:</u>	Last day to amend bills on the floor
<u>August 31:</u>	Last day for each house to pass bills. Final Recess begins upon adjournment