

BOARD MEETING DATE: December 2, 2022

AGENDA NO. 21

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting remotely on Thursday, November 10, 2022. The following is a summary of the meeting.

**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:ar

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**Committee Members**

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

Absent: Council Member Nithya Raman

**Call to Order**

Chair Michael Cacciotti called the meeting to order at 9:04 a.m.

**DISCUSSION/ACTION ITEMS:**

**1. Recommend 2023 State and Federal Legislative Guiding Principles**

Philip Crabbe, Senior Public Affairs Manager/Legislative, Public Affairs & Media, presented the State Legislative Guiding Principles for 2023.

Lisa Tanaka O'Malley, Assistant Deputy Executive Officer/Legislative, Public Affairs & Media, presented the Federal Legislative Guiding Principles for 2023.

Board Member Veronica Padilla-Campos expressed support of zero-emissions and funding to add new AB 617 communities. Supervisor V. Manuel Perez inquired about how issues would be addressed if they are not in the Guiding Principles. Wayne Nastri, Executive Officer, advised that the Guiding Principles are written broadly to provide flexibility, and new issues would be brought back to the Legislative Committee for consideration.

Chair Cacciotti highlighted the importance of the energy provisions under the Technology Advancement section of the Federal Guiding Principles. Mr. Nastri provided additional information on the energy issues encountered this past summer.

For additional information, please refer to the [Webcast](#) beginning at 5:32.

**Staff recommended a “SUPPORT” position on the State and Federal Legislative Guiding Principles.**

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

There was no public comment.

**DISCUSSION ITEMS:**

**2. 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 Hoistma, Carmen Group, reported on the pending results of mid-term elections in the U.S. Senate. There are three seats to be decided in Nevada, Arizona and Georgia. A runoff election for Georgia will be held on December 6.

Amelia Morales, Cassidy & Associates, provided an update on the U.S. House of Representative elections. Final results are not confirmed; but a change in Leadership is likely which will affect Committee leadership and the Congressional agenda.

Mark Kadesh, Kadesh & Associates, reported on the election results and pending races for the South Coast AQMD Congressional Delegation. There are four pending competitive races in California, three of which are in our region for Congressional Districts 41, 47, and 49.

For additional information, please refer to the [Webcast](#) beginning at 16:42.

There was no public comment.

### **3. 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, updated the Committee regarding election results for statewide ballot measures. Proposition 30, which would have provided tax proceeds to fund zero-emission vehicles and infrastructure, failed to pass.

Ross Buckley, California Advisors, LLC, reported on election results for statewide Constitutional Offices where the Democratic candidates are likely to be elected. Senate democrats will retain their large majority, but the breakdown is pending results in a few close elections.

Chair Cacciotti pointed out the increase in zero-emission vehicle purchases in California. Board Member Padilla-Campos inquired how the Governor's efforts to end the COVID-19 state of emergency will impact local agency public meetings. Mr. Buckley confirmed the ending of the COVID-19 state of emergency and mentioned the amendments to the Brown Act.

Jason Gonsalves, Joe A. Gonsalves & Son, reported on Assembly elections. While there are five races that are too close to call, Assembly Democrats will retain their majority with 21 to 26 new members. The Assembly Speakership is yet to be decided.

Chair Cacciotti inquired about the likelihood of the Legislature achieving a two-thirds vote on revenue and/or tax measures. Mr. Gonsalves responded that it is difficult to pass tax or fee types of measures in the Legislature.

For additional information, please refer to the [Webcast](#) beginning at 34:31.  
There was no public comment.

**OTHER MATTERS:**

**4. Other Business**

There was no other business to report.

**5. Public Comment Period**

There was no public comment to report.

**6. Next Meeting Date**

The next regular Legislative Committee meeting is scheduled for Friday, December 9, 2022, at 9:00 a.m.

**Adjournment**

The meeting adjourned at 9:44 a.m.

**Attachments**

1. Attendance Record
2. State and Federal Guiding Principles
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 – November 10, 2022**

Mayor Michael Cacciotti.....	South Coast AQMD Board Member
Senator Vanessa Delgado (Ret.).....	South Coast AQMD Board Member
Board Member Veronica Padilla-Campos.....	South Coast AQMD Board Member
Supervisor V. Manuel Perez.....	South Coast AQMD Board Member
Supervisor Janice Rutherford .....	South Coast AQMD Board Member

Ken Chawkins .....	Board Consultant (Cacciotti)
Sandra Hernandez .....	Board Consultant (Delgado)
Mark Taylor.....	Board Consultant (Rutherford)
Amy Wong.....	Board Consultant (Padilla-Campos)
Ben Wong.....	Board Consultant (Cacciotti)

Ross Buckley .....	California Advisors, LLC
Jason Gonsalves .....	Joe A. Gonsalves & Son
Gary Hoitsma .....	Carmen Group, Inc.
Mark Kadesh .....	Kadesh & Associates
Amelia Morales .....	Cassidy & Associates
David Quintana.....	Resolute

Mark Abramowitz.....	Public Member
Jackson Guze.....	Public Member
Bridget McCann .....	Public Member
Jacqueline Moore.....	Public Member

Derrick Alatorre.....	South Coast AQMD Staff
Debra Ashby.....	South Coast AQMD Staff
Jason Aspell.....	South Coast AQMD Staff
Barbara Baird.....	South Coast AQMD Staff
Cindy Bustillos .....	South Coast AQMD Staff
Philip Crabbe.....	South Coast AQMD Staff
Sindy Enriquez .....	South Coast AQMD Staff
Scott Gallegos.....	South Coast AQMD Staff
Bayron Gilchrist .....	South Coast AQMD Staff
Sheri Hanizavareh.....	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
Ron Moskowitz.....	South Coast AQMD Staff
Susan Nakamura .....	South Coast AQMD Staff
Wayne Natri.....	South Coast AQMD Staff
Sarah Rees.....	South Coast AQMD Staff
Aisha Reyes.....	South Coast AQMD Staff
Lisa Tanaka O'Malley .....	South Coast AQMD Staff
Anthony Tang.....	South Coast AQMD Staff
Paul Wright .....	South Coast AQMD Staff
Victor Yip.....	South Coast AQMD Staff

# ATTACHMENT 2A



## South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

### South Coast AQMD's State Legislative Guiding Principles for 2023

*The following guiding principles are identified to protect public health, facilitate attainment of state and federal clean air standards within the South Coast region by statutory deadlines and address other South Coast AQMD needs and policy priorities, while working with and serving as a resource to state legislators and the Governor; federal, state, and local agencies; business, environmental, health and community groups; and other stakeholders.*

#### ***Air Quality Funding***

Protect and increase existing and identify new funding sources that provide a sustainable revenue stream for South Coast AQMD programs and priorities that support attainment of state and federal ambient air quality standards and reduce hazardous air pollutants to protect public health.

#### ***South Coast AQMD Authority / Policy Implementation***

Defend and ensure adequate South Coast AQMD authority for implementation of the Board's clean air policies and programs, including those required by state and federal laws, to support Air Quality Management Plans (AQMP) and State Implementation Plans.

#### ***State Support***

Work to ensure that the State does not impose unfunded mandates on South Coast AQMD and does its fair share to reduce air pollution within the South Coast region. State actions needed in support of air quality include, but are not limited to, funding, legislation, regulatory actions, and support by the Administration. In particular, South Coast AQMD requires State action to: 1) Facilitate implementation of applicable South Coast AQMD AQMPs and attainment of federal ozone and particulate matter air quality standards by upcoming deadlines; 2) Ensure there are sufficient resources to fully implement air district responsibilities and programs created through AB 617 [Health & Safety Code Sections 39607.1; 40920.6; 40920.8; 42705.5; 44391.2]; and 3) Maximize funding opportunities that flow from the federal government to the State through public laws, such as the Bipartisan Infrastructure Law and Inflation Reduction Act.

#### ***Surface Transportation & Goods Movement***

Support and expand policy and funding considerations that promote air quality priorities in connection with the implementation of state and federal surface transportation, infrastructure and goods movement policies and programs, especially related to the development and deployment of zero and near-zero emission medium- and heavy-duty trucks, with a priority for zero-emission where commercially viable at scale.

#### ***Development and Deployment of Clean Technology***

Support and advocate for legislative and administrative policies, programs and funding, including as part of any economic stimulus efforts, that promote the development and deployment of near-zero and zero emission infrastructure, equipment and vehicle

## **South Coast AQMD's State Legislative Guiding Principles for 2023**

technology, especially with regard to medium- and heavy-duty trucks, to: 1) protect public health; 2) facilitate attainment of clean air standards; and/or 3) support a healthy economy and promote job retention/creation within the South Coast region.

### ***Environmental Justice***

Support and advocate for legislative and administrative policies and funding that: 1) promote and sustain environmental justice initiatives which reduce localized health risks resulting from criteria pollutant and toxic air contaminant emissions; 2) develop and expand access to clean air technology; 3) enhance community participation in decision-making; and 4) provide the resources necessary to fully implement local air districts' responsibilities and programs created through AB 617, including adding new communities to the program only if sufficient funding is provided.

### ***Climate Change***

Seek to influence climate change policies/initiatives and facilitate their implementation consistent with Board policy. Support efforts directing that the Greenhouse Gas Reduction Fund provide funding to maximize criteria pollutant and toxic emission reduction co-benefits that facilitate attainment of clean air standards and reduce public health impacts in the South Coast region, such as through the development and deployment of near-zero and zero-emission vehicles, equipment, and fueling/charging infrastructure, especially as it relates to medium- and heavy-duty trucks.

### ***Clean Energy***

Support legislative and administrative efforts to promote energy efficiency, demand reduction, and reliable, cost effective and the cleanest energy for all consumers in the South Coast region. Also, support production and development of renewable and alternative energy, energy storage, and microgrids, as well as charging and fueling infrastructure, to reduce emissions from transportation and other sources, such as back-up generators.

### ***Business, Job Creation & Economy***

Support legislative policies and administrative actions that promote job retention and creation as well as economic growth, while working toward attainment of clean air standards; and that support and assist the regulated community in complying with rules and regulations in the most efficient and cost-effective manner.

### ***Addressing Impacts of Natural and Manmade Events***

Support and advocate for legislative and administrative policies, programs, and funding that reduce and/or mitigate air quality-related public health impacts within the South Coast region caused by wildfires, dust/sandstorms, odors, or other events.

### ***Administrative Operations***

Support and seek legislative and administrative policies, programs, funding and/or actions that ensure that South Coast AQMD can meet its administrative and operational needs, such as, but not limited to pensions, COVID-19, or other.

# ATTACHMENT 2B



## South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

### South Coast AQMD's Federal Legislative Guiding Principles for 2023

*The following guiding principles are identified to enable South Coast AQMD to seek rules, legislative policies, and funding from the federal government that will help facilitate attainment of National Ambient Air Quality Standards (NAAQS) and the protection of public health in the South Coast region, through practical and innovative strategies. As part of these efforts, it is critical that South Coast AQMD work with and serve as a resource to the Administration and agencies, Congress, business, environmental, health, and community groups, and other stakeholders.*

#### ***Air Quality Funding (Authorization of Program/Policies and Appropriations of Funds)***

Increase and protect existing and seek new funding sources that support South Coast AQMD programs and priorities to reach attainment of state and federal ambient air quality standards and reduce hazardous air pollutants to protect public health. Examples of programs are, but not limited to, Targeted Airshed Grants, Diesel Emissions Reduction Act, Clean Ports, Port Infrastructure Development Program, National Electric Vehicle Infrastructure, Charging and Fueling Infrastructure Grants for Corridors and Communities, Clean Heavy-Duty Trucks, Reduction of Emissions at Port, Section 103/105, and annual Appropriations.

#### ***South Coast AQMD Authority / Policy Implementation***

Defend and ensure adequate South Coast AQMD authority for implementation of the Board's clean air policies and programs, including those required by the Clean Air Act and other federal and state laws to support Air Quality Management Plans (AQMP) and State Implementation Plans.

#### ***Federal Support -- Clean Air Act, NAAQS, and State Implementation Plan (SIP)***

Work to ensure the federal government (Administration, Agencies and Congress) do their fair share to reduce air pollution with a focus on mobile sources, within the South Coast region through funding, regulations, and administration actions. In particular, South Coast AQMD requires federal action to: 1) Maximize funding opportunities under the Bipartisan Infrastructure Law, Inflation Reduction Act, and other public laws 2) Provide incentive funding, policies, and require regulatory actions sufficient to, in combination with state and local actions, attain NAAQS for ozone by 2023, 2031 and 2037 in the South Coast Air Basin, and if standards are not attained due to lack of federal actions, ensure that the Basin is not punished by sanctions, fees or other penalty for failure to timely attain; 3) Provide support for and protect state and local regulatory authority for nonattainment areas to meet NAAQS for upcoming federal deadlines, and the South Coast AQMD to implement Air Quality Management Plans (AQMPs) and attain federal ozone and particulate matter standards; and, 4) Protect science-driven and health-based determinations of NAAQS, and efforts to streamline and provide flexible implementation of SIP requirements, as needed, to ensure feasibility of attainment.



## **South Coast AQMD's Federal Legislative Guiding Principles for 2023**

### ***Surface Transportation & Goods Movement***

Pursue the adoption of legislation and/or policies which will reduce or eliminate air quality impacts from mobile sources with an emphasis on the goods movement sector (for both medium- and heavy-duty vehicles and trucks), as well as off-road vehicles (such as ocean-going vessels, locomotives, aircraft, agricultural vehicles, cargo handling equipment, freight handling equipment, and construction equipment).

### ***Technology Advancement***

Expand and secure funding, policies, and tax incentives for advanced clean technology research, development, demonstration, and deployment programs, including those related to:

- Zero and near-zero emission technologies for the cleanest vehicles (such as heavy- and medium-duty trucks, locomotives, marine vessels, aircraft, and off-road technologies) and the cleanest stationary sources (heaters, boilers, furnaces, engines, etc.), with prioritization of zero-emission technologies.
- Infrastructure to support zero-emission and near-zero emission technologies, prioritizing zero-emission technologies where available.
- Renewable energy and alternative energy, energy storage, microgrids and other programs, especially as related to electric and hydrogen infrastructure for transportation and emissions reductions from sources such as back-up generators.
- Technologies, systems and/or processes which reduce ambient concentrations of air pollutants and/or toxic air emissions.
- Establishing programs or policies that incentivize the federal government to purchase and use advanced clean technologies with prioritization for zero-emissions.
- Incentivizing individuals, businesses, states, and local governments to purchase and use advanced clean, zero and near-zero emission technologies.

### ***Environmental Justice***

Support legislation and regulatory action that promotes environmental justice initiatives to reduce localized health risks, develop clean air technologies that directly benefit disproportionately impacted communities, and enhance community participation in decision-making.

### ***Reduction of Toxic Emissions***

Pursue efforts through legislative and administrative programs, to reduce toxic emissions, and the public's exposure to toxic emissions, within the South Coast region.

### ***Climate Change***

Seek to influence climate change initiatives and facilitate their implementation at local levels, including funding, to promote co-benefits with NAAQS and to reduce air toxic emissions, consistent with the Board's policy.

### ***Business, Jobs Creation & Economy***

Support legislation, policies or administrative actions that support and assist the regulated community in complying with rules and regulations in the most efficient and cost-effective manner that protects and encourages job retention and creation, and promotes economic growth, while working toward attainment of clean air standards.

## South Coast AQMD's Federal Legislative Guiding Principles for 2023

### *Addressing Impacts of Natural and Manmade Events*

Support and advocate for legislative and administrative policies, programs, and funding that reduce and/or mitigate air quality-related public health impacts within the South Coast region caused by wildfires, dust/sandstorms, odors, or other events.

### *Administrative Operations*

Support and seek legislative and administrative policies, programs, funding and/or actions that ensure that South Coast AQMD can meet its administrative and operational needs related to human resources, health and safety, COVID-19 or other.

# 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:** October 27, 2022

**Re:** Federal Update -- Executive Branch

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**Congress:** Congress returns for its post-election lame-duck session beginning the week of November 14, with the current CR set to expire on December 16.

**DC Meetings:** During the trip by South Coast AQMD's top staff to Washington, DC, in October, Carmen Group arranged meetings at the Department of Energy and the Department of Transportation focused on issues related to reducing emissions from mobile sources. This included a meeting with the Director and key staff of the newly created Joint Office of Energy and Transportation that has responsibility for promoting Electric Vehicles and implementing federal efforts to deploy EV charging infrastructure. In addition, a meeting with officials at DOT's U.S. Maritime Administration (MARAD) focused on air quality issues related to ports and ocean-going vessels.

## **Department of Transportation**

### **Notable Appointment:**

**Gloria Shepherd**, *Executive Director, Federal Highway Administration*  
FHWA Assoc. Adm. For Planning, Environment; MD Hwy Dept.; NY DOT

**DOT Seeks GHG Reductions Through Sustainable Construction Materials:** In October, the Federal Highway Administration sought to increase help to states to reduce greenhouse gas emissions in highway projects by using sustainable pavements and other construction materials that mitigate environmental impacts. The effort is part of the FHWA Climate Challenge partnership with selected states (including California) that commit to implementing highway projects that improve/quantify environmental impacts.

**DOT Expands TIFIA Program:** In October, the Department of Transportation's Build America Bureau announced changes to the Transportation Infrastructure Finance and Innovation Act (TIFIA) program designed to help project sponsors reduce costs and speed the delivery of infrastructure projects. The new initiative, "TIFIA 49," authorizes borrowing up to 49% of eligible project costs for certain projects. Historically, most TIFIA loans have been capped at 33% of eligible project costs.

**DOT Releases Public Involvement Guide:** In October, the Department of Transportation released a new first-of-its-kind guide, entitled *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making*. The document is

**Proven Process. Proven Results.™**

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designed for DOT funding recipients and partners that conduct public involvement in the transportation space. <https://www.transportation.gov/sites/dot.gov/files/2022-10/Promising%20Practices%20for%20Meaningful%20Public%20Involvement%20in%20Transportation%20Decision-making.pdf>

## **Department of Energy**

**DOE Funds Domestic EV Battery Manufacturing:** In October, the Department of Energy awarded \$2.8 billion from the Bipartisan Infrastructure Law to 20 companies in 12 states to help ‘supercharge’ the U.S. manufacturing of batteries for electric vehicles, the electric grid and for materials and components currently imported from other countries. The federal money will be matched by recipients to leverage more than \$9 billion in total to expand commercial –scale facilities to extract and process lithium, graphite and other battery materials and to manufacture components.

**DOE Announces Funding Available for CO2 Transportation Infrastructure:** In October, the Department of Energy began accepting letters of interest from applicants for loans under a new \$2.1 billion Carbon Dioxide Transportation Infrastructure Finance and Innovation (CIFIA) program. CIFIA, created under the Bipartisan Infrastructure Law, offer funding for large-capacity shared carbon dioxide (CO2) transportation projects located in the United States. This includes pipelines, rail transport, ships and barges and ground shipping for carbon management strategies.

## **Environmental Protection Agency**

**EPA Announces Clean School Bus Program Recipients:** In October, the EPA announced that 389 school districts spanning all 50 states would be the first major recipients of awards under the new Clean School Bus Program created under the Bipartisan Infrastructure Law. The grants, amounting to nearly \$1 billion for FY 22, will help school districts purchase 2,463 clean school buses, 95% of which will be electric. Grants were prioritized to low-income, rural and tribal areas. The list of recipients includes 21 school districts in California.

**EPA Launches New Tools to Help Environmental Enforcement and Compliance:** In October, the EPA announced two new online tools available to the public that provide information on environmental enforcement and compliance in their communities.

**EPA Updates Environmental Justice Mapping Tool:** In October, the EPA announced it had updated and added new capabilities to EJScreen, the Agency’s public environmental justice (EJ) screening and mapping tool which combines information to identify areas overburdened by pollution.

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**Outreach:** Contacts included staff and officials at the US Departments of Energy and Transportation on issues related to mobile source pollution.

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## ATTACHMENT 3B



To: South Coast Air Quality Management District  
From: Cassidy & Associates  
Date: October 26, 2022  
Re: October Report

### *HOUSE/SENATE*

There are 14 days before the midterm elections and members of the House and Senate are out on the campaign trail. The continuing resolution (CR) to keep federal agencies open past September 30 was signed into law by President Biden and extends government funding through December 16. The CR maintains current spending levels and includes \$2.5 billion to aid communities devastated by natural disasters, \$1 billion in funding for a low-income heating program, \$20 million in emergency to address the water crisis in Jackson, Mississippi, and \$12 billion in aid for Ukraine. Sen. Manchin's permitting reform effort was not included in the CR.

The House and Senate have until mid-December to hammer out agreements on a final spending package. The House passed a package of its first six Fiscal Year 23 appropriations bills by a vote of 220 to 207 (the package included the Interior and Environmental spending bill) earlier this year but has not passed the remaining bills. The Senate Appropriations committee released its 12 bills in late July; however, the bills are not expected to see committee action as the parties have been unable to reach agreement on topline funding numbers.

The House and Senate have additional must-pass bills that they will need to continue to work on before the end of this Congress including the National Defense Authorization Act (NDAA), Water Resources Development Act (WRDA), and Coast Guard Reauthorization. Behind the scenes conferencing has begun between House and Senate staff in the hope of coming to a quick agreement on all three bills following the midterm elections.

## EPA

Earlier in the month, the EPA released 2021 greenhouse gas (GHG) data collected under the EPA's Greenhouse Gas Reporting Program (GHGRP). There has been an overall long-term decreasing trend in industry GHG emissions since 2011, primarily driven by a decrease in emissions from power plants. In 2021, reported emissions from large industrial sources were approximately 4% higher than in 2020, reflecting an increase in economic activity following the economic slowdown and decrease in emissions due to the COVID-19 pandemic. The complete data can be found [here](#).

With this year's data publication, GHGRP is releasing a new National Federal Lands mapping layer to EPA's user-friendly online tool for presenting GHGRP data, the Facility Level Information on Greenhouse gases Tool (FLIGHT). The mapping layer will allow users to view GHGRP reporting facilities in proximity to National Federal Lands, or any land other than tribal lands that are controlled or owned by the United States. Additionally, EPA has updated the demographic mapping layer in FLIGHT, using census tract information drawn from EPA's EJScreen 2.0. Although the emissions reported to EPA by reporting facilities are global pollutants, many of these facilities also release pollutants that have a more direct and local impact in the surrounding communities.

EPA will be holding an informational webinar to demonstrate its internet-based greenhouse gas data publication tools, including new features and a tutorial on common searches, on October 19, 2022. For more information, and to register for the webinar visit the [EPA GHGRP website](#).

Beginning October 21, the Biden-Harris administration started to seek input on the Inflation Reduction Act's Greenhouse Gas Reduction Fund. The coordinated stakeholder engagement will help shape the first of its kind federal fund to mobilize clean energy and climate projects and reduce pollution in disadvantaged communities. These initial engagements will help ensure the Fund's design and implementation reflect input from a variety of diverse stakeholders to ensure the full economic and environmental benefits of this historic investment are realized by all people, particularly those who have been most burdened by environmental, social, and economic injustice. The EPA published their Request for Information (RFI) seeking public comment on core design aspects of the Greenhouse Gas Reduction Fund on the [EPA's website](#) and on [Regulations.gov](#). The public has 45 days to respond to the RFI.

Cassidy and Associates support in October:

- Secured and participated in key meetings with the Biden Administration for Executive Staff DC fly-in.

- Participated in strategy session in DC with South Coast AQMD Executive Staff and all consultants.
- Continued to monitor and report on activities in Congress and the Administration that impact South Coast AQMD.

## *IMPORTANT LEGISLATIVE DATES*

### *September 30, 2022*

Government funding, authorization of Temporary Assistance for Needy Families, National Flood Insurance Program, FDA User Fee programs to fund reviews of prescriptions and medical products, and Livestock Mandatory Price Reporting Act authorization are scheduled to expire.

### *October 3, 2022*

House and Senate out for midterm elections

## *PANDEMIC RESPONSE PROGRAMS AND AUTHORITIES*

### End Date/Program

#### *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 November 2022  
Legislative Meeting covering October 2022  
Kadesh & Associates

The House and Senate have been in recess throughout the month of October; both chambers will return the week of November 14 for a lame duck session. Prior to the beginning of this election-season recess, President Biden signed a continuing resolution that will keep the federal government funded through December 16.

The scope and content of the lame duck will depend largely on the outcome of the midterm elections. The FY23 appropriations omnibus bill will be the primary focus when Congress returns. There has been no agreement on the top-line FY23 discretionary spending cap and no agreement - within that cap - of the division between defense and non-defense spending. Recall, it was the lack of these agreements that dragged the FY22 appropriations process into March of this year. Although the House passed its version of FY23 appropriations bills and the Senate has not, the final funding bill will need "four corners" approval from Democrats and Republicans in order to make it through the Senate, and any change in the composition of the House and/or Senate will complicate that negotiating dynamic even further.

In an unusual move, the Senate considered the FY23 NDAA bill during the recess but postponed all recorded votes until the lame duck session. The annual defense bill will serve as the Senate vehicle for several pending authorizing bills, including the WRDA and MARAD reauthorization: passage of this combined authorizing bill in the Senate will allow formal conferences to move ahead with the House during the lame duck with an eye toward passing these bills (and potentially others) in the end-of-the-year legislation.

### **Kadesh & Associates Activity Summary-**

- Briefed congressional staff on implementation of new federal funding programs for air quality and environmental justice, and on the status of key regulatory proposals
- Worked with South Coast AQMD and the congressional delegation on efforts to encourage whole-of-government efforts to address air quality through BIL and IRA funding programs.
- Continued work with the delegation and South Coast AQMD staff to focus attention on air quality implications of FY23 appropriations

### **Contacts:**

Contacts included staff and 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 – October 2022

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### ❖ Important Upcoming Dates

November 8 – Election Day

### ❖ 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 Executive branches. Selected highlights of our recent advocacy include:

- Discussed potential legislative proposal ideas with South Coast staff and began discussing potential offices to initiate conversations with.
- Set meetings with legislative offices to begin discussions on potential legislative proposals.

### ❖ LAO 2022-2023 Spending Plan on Natural Resources and Environmental Protection. On October 10, the Legislative Analyst's Office released the Spending Plan Overview that is reflected in the Annual Budget Act:

*The 2022-23 budget package provides a total of \$23.7 billion from various fund sources—the General Fund, bond funds, and a number of special funds—for programs administered by the California Natural Resources and Environmental Protection Agencies. This is a net decrease of \$8.7 billion (27 percent) compared to 2021-22 estimated levels. This decrease is primarily due to a large amount of one-time funding—mostly from the General Fund—provided to departments within both agencies in 2021-22. As discussed below, many departments also received notable one-time funding augmentations in 2022-23, but at lower aggregate levels. From a spending perspective, however, this year-to-year comparison is somewhat misleading. This is because the 2022-23 budget package included a significant amount of funding—roughly \$5 billion, across numerous departments—that was appropriated this summer but attributed to 2021-22. Because of this timing, departments will spend these funds in 2022-23 and over the coming years.*

Full Overview of Environmental Protection Spending Plan available here:

<https://lao.ca.gov/Publications/Report/4633>

### *California Air Resources Board*

*The spending plan provides \$2.6 billion to the California Air Resources Board (CARB), a \$1.7 billion (41 percent) decrease compared to revised prior-year spending. Much of the year-over-year decrease reflects a significant amount of one-time funding provided in the 2021-22 budget for ZEV activities. The 2022-23 CARB budget includes funding provided in the ZEV, Energy, and Cap-and-Trade packages described above. Other significant CARB budget actions are described below.*

**AB 617 Implementation.** *The budget includes a total of \$310 million in 2022-23 (\$270 million GGRF and \$40 million General Fund) to implement Chapter 136 of 2017 (AB 617, C. Garcia), also known as the Community*

*Air Protection Program.* The funding goes to incentives for activities to reduce air pollution in heavily polluted communities (\$250 million), support for local air district implementation (\$50 million), and technical assistance to community groups (\$10 million). The budget plan also intends to provide a combined \$300 million General Fund in 2023-24 for these activities.

*Methane Monitoring Satellites.* The budget includes \$105 million GGRF to support satellites used to monitor methane emissions. CARB will contract with a third-party to launch and operate the satellites.

*Community Air Monitoring.* The budget allocates \$30 million GGRF to support expanded community-level air monitoring. Funding will support mobile monitors that will be used to provide a one-time snapshot of air pollution at the local level.

*Charter Boat Emission Reductions.* The spending plan includes \$60 million (\$40 million General Fund and \$20 million GGRF) to support activities that reduce local pollution from commercial harbor craft. The funding will provide financial support to owners of boats who are required to reduce their emissions pursuant to CARB's commercial harbor craft regulation. The budget agreement also includes \$40 million General Fund in 2023-24 for these activities.



## CALIFORNIA ADVISORS, LLC

South Coast AQMD Report  
California Advisors, LLC  
November 10, 2022, Legislative Committee Hearing

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### Legislative Update

At the end of September, Governor Gavin Newsom acted on the final bills that were sent to his desk. The Legislature sent a total of 1,166 bills to Newsom for consideration, 442 were Senate bills and 724 were Assembly bills. He signed a total of 997 into law and vetoed 169 bills. This is a veto rate of 14.49 percent. For comparison, last year he had a veto rate of only 7.89 percent. The Governor claimed that he saved taxpayers billions of dollars by vetoing those bills. While the Legislature is allowed to override a Governor's veto by a two-thirds vote in both houses, it is not a commonly used tactic. In fact, there has not been a veto override in over forty years.

In October, Governor Newsom declared he wants a "windfall tax on oil companies" that would return their record profits back to taxpayers. The Governor has called for a special session in December to address this issue as gas prices remained at high levels when crude oil prices were falling. The legislative leaders in a joint statement said they were looking forward to seeing a proposal from the Governor. This could be the first vote that the newly sworn-in legislative class makes in December.

However, amid the high gas prices there was a trend towards Californians buying more zero-emission vehicles (ZEVs). Recently, the Governor touted that 17.7 percent of all new cars sold in California are ZEVs, according to the California Energy Commission. The ZEV share of sales is up 42.7 percent from 2021 and 126.9 percent from 2020. Further, the latest estimates show ZEV sales were 4.9 percent of all U.S. car sales in Q3 of 2021.

Additionally, Governor Newsom announced that the COVID-19 State of Emergency will end on February 28, 2023. According to his press release, "This timeline gives the health care system

needed flexibility to handle any potential surge that may occur after the holidays in January and February, in addition to providing state and local partners the time needed to prepare for this phaseout and set themselves up for success afterwards.” As background, Newsom first declared a State of Emergency Order for COVID-19 on March 4, 2020. Then, on June 15, 2021, he did away with most of the executive orders, but left the State of Emergency in place.

#### Budget Update

The Department of Finance has published its October Finance Bulletin, which provides an update for revenues the state received in September. The preliminary General Fund agency cash receipts for September were \$2.785 billion, or 14.7 percent, below the 2022-23 Budget Act forecast of \$18.906 billion. DOF has reported that cash receipts for the first three months of the 2022-23 fiscal year were \$4.781 billion, or 11.1 percent, below the forecast of \$42.946 billion. Combined with the \$2.186 billion shortfall relative to the forecast for the 2021-22 fiscal year, the cumulative deficit was \$6.967 billion through September. The department noted that the shortfall in September continued to be driven by lower proceeds from personal income tax.

# ATTACHMENT 4C



## **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 – October 2022  
**DATE:** Thursday, October 27, 2022

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The Legislature wrapped up their 2022 legislative session on August 31, 2022, sending 1,166 bills to Governor Newsom for his consideration. The Governor signed 997 bills into law and vetoed 169.

December 5, 2023, the Legislature will return for their swearing in ceremonies. The official kick off to the 2023 legislative session will be in January 2023. (The 2023 Legislative Calendar has not yet been finalized). Gov. Gavin Newsom plans to call a special legislative session in December to push for a tax on oil industry profits, the latest escalation in a feud over soaring gasoline prices that Newsom calls greedy and manipulative.

All this while the Assembly Speakership battle continues. It remains to be seen if the upcoming election will impact the race for Assembly Speaker during the December 5, 2022 celebratory swearing-in session.

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

### **GAS PRICES**

Governor Newsom said that he would convene a special session to push for a tax on oil industry profits on December 5, 2022, the same day that a new class of lawmakers is sworn in. The work will take place on a separate track from the regular session to focus attention on what Newsom said has become one of the most urgent priorities for Californians.

Governor Newsom originally unveiled his plans for a “windfall profits tax” on oil companies but had few additional details to share. He said he had been studying examples from other countries, including Italy, Spain and the United Kingdom, and exchanging ideas with legislative leaders over the past few weeks. The plan could take the form of an excise tax with revenue being returned to taxpayers as rebates.

While Newsom’s proposal was cheered by environmental groups, it remains to be seen what level of enthusiasm there will be in the Legislature, where the Governor twisted arms to pass a

sweeping package of climate measures over the summer. Dozens of new lawmakers will be taking office in December and the first issue they will now be asked to consider is a tax.

## **ELECTIONS**

The Governor, all constitutional officers, all assemblymembers and 20 of the 40 senators are up for re-election in November. This election will have a significant impact on the long-term composition of the California Legislature. Redistricting and term limits have resulted in 37 of the 120 current legislators leaving their seats to seek higher office, local office, or simply walking away from elected office altogether.

With several incumbents in tight races, it is possible that one-third of the Legislature will be comprised of brand-new legislators. This new class of legislators will likely serve together for the next decade and, as a group, will shape the action and leadership of the Legislature during their time in office together. With newly elected legislators comes new leadership, committee chair, and committee membership assignments.

California's unique political primary system allows the top-two vote getters, regardless of party, to advance to the General Election. The November election features 8 competitive races where a Democrat is facing another Democrat for the privilege of representing a district in the Legislature. In some cases, there might be little or no difference between the candidates and in others, there appears to be some ideological difference between the two.

Despite this enormous change, there will be no significant change in the partisan makeup of the Legislature. The California electorate is overwhelmingly comprised of Democrats, with approximately 47% of the 21 million registered voters being Democrats and only 24% registered as Republicans. At this time, three-quarters of the Legislature is comprised of Democrats. As outlined below, and depending on voter turnout, those numbers will not likely change.

### **State Senate Races:**

There are 40 members of the California State Senate with 31 being Democrats and 9 Republicans. With Senators elected every four years on a staggered basis, this election will include the 20 even-numbered districts. Of these 20 races, there are 9 deemed to be “competitive” in November, but only 4 will be between a Democrat and Republican candidates. 3 of the races are between 2 Democrats and one is between 2 Republicans.

- *SD 4 Marie Alvarado-Gil (D) vs. Tim Robertson (D)*: This Sierra mountains and foothills Republican seat will be won by a Democrat because the six Republican candidates in the primary split up the vote so evenly, the top two vote getters ended up being the two Democratic candidates. It will be interesting to see how and if Republicans vote in this race between labor union leader Tim Robertson and a charter school administrator Marie Alvarado-Gil.
- *SD 6 Roger Niello (R) vs. Paula Villescaz (D)*: This Sacramento County Senate district is an almost evenly split seat in terms of voter registration and is trending more and more Democratic. Republican Roger Niello has significant name recognition in the area as a member of the well-known Niello family of car dealers and as a former

Assemblymember representing parts of this district. Paula Villescaz is a school board member, health care advocate and former legislative staffer.

- *SD 8 Angelique Ashby (D) v. Dave Jones (D)*: While this is a replay of the primary which Jones won by 5 points, recent developments suggest it could be a lot closer in November. Ashby has earned recent endorsements from both Governor Newsom and former Governor Jerry Brown. Spending in this intraparty race could exceed \$10 million.
- *SD 10 Lily Mei (D) vs. Aisha Wahab (D)*: This Santa Clara and Alameda County race exemplifies the ideological divide in the Democratic Party between moderates and progressives with Fremont Mayor Lily Mei representing the moderate, business voice of the party and Hayward City Councilmember Aisha Wahab representing the progressive, labor union voice.
- *SD 16 Senator Melissa Hurtado (D) vs. David Shepard (R)*: This agricultural-focused district comprising parts of Kern, Tulare and Kings counties is the one seat where Republicans could possibly gain a seat, as Democrats in this Central Valley district often cross over party lines and vote Republican.
- *SD 20 Daniel Hertzberg (D) vs. Caroline Menjivar (D)*: This San Fernando Valley race is less about the ideological divide in the Democratic Party as both candidates would likely be progressive votes in the Legislature. Instead, this race questions whether a legislative seat should be handed down to the offspring of the existing seat holder at the expense of other aspiring activists and leaders. Daniel Hertzberg is the son of outgoing Senator Bob Hertzberg, and he is facing community activist Caroline Menjivar.
- *SD 38 Catherine Blakespear (D) vs. Matt Gunderson (R)*: This is currently a Republican seat held by Senator Pat Bates who is leaving due to term limits. This newly drawn seat includes coastal Orange and San Diego counties and now favors Democrats by 6 percentage points. To hold this seat, the Republicans are counting on a self-described moderate and former car dealer, Matt Gunderson. The Democrats are hoping to elect the current Encinitas Mayor, Catherine Blakespear. This is a priority race for parties and spending in this race could exceed \$10 million.
- *SD 40 Senator Brian Jones (R) vs. Joseph Rocha (D)*: Senator Jones was redrawn into a San Diego County district that is much less Republican than the seat he was originally elected to in 2018, thereby making this race competitive. He is running against a Navy veteran and attorney named Joe Rocha. It is an exact replay of the primary which Jones won by 9 percentage points.

### State Assembly Races

The California State Assembly is comprised of 80 members, 60 Democrats and 20 Republicans. As a larger body, there are many more open and contested seats in this general election than in the Senate. There are 59 safe Democratic seats and 9 competitive races between the two parties, with several involving Republican incumbents and only 2 with incumbent Democrats. When



votes are finally tallied, it is very likely that the Democrats will increase their current numbers in Sacramento.

- *AD 7 Assemblyman Ken Cooley (D) vs. Josh Hoover (R)*: Redistricting was not kind to Assemblymember Cooley. His seat was redrawn to lose 6 points of Democratic registration and he picked up areas of Sacramento County that he has not previously represented. He is being strongly challenged by legislative staffer and Folsom Cordova School Board trustee, Josh Hoover.
- *AD 10 Stephanie Nguyen (D) vs. Eric Guerra (D)*: This Sacramento County race between two locally elected city councilmembers is a proxy fight between the established Democratic party machine and its labor union allies and the moderates in the party. Guerra has the backing of the party while Nguyen has the backing of business interests and public safety unions.
- *AD 12 Sara Aminzadeh (D) vs. Damon Connolly (D)*: This is a race between two Marin County progressive Democrats whose voting records would likely be identical if elected to office. Connolly, as a current Marin County Supervisor, enjoys more financial support from the unions, while Aminzadeh is generating support from a statewide network of women and environmentalists.
- *AD 20 Liz Ortega (D) vs. Shawn Kumagai (D)*: This East Bay race is another proxy fight between the moderate wing of the Democratic Party and the progressive wing. Ortega is a leader of the Alameda County Labor Council and is running with full support of the party apparatus. Kumagai is a former legislative staffer and gay, military veteran, running with support from business interests and Asian-American and LGBTQ political activists.
- *AD 22 Juan Alanis (R) vs. Jessica Self (D)*: This Central Valley seat favors Democrats by 8 percentage points but, like many seats in the Valley, voters tend to vote more conservative, so this seat is potentially winnable for the Republicans. Neither candidate has held elective office before, and with no incumbent, this race is wide open.
- *AD 27 Esmeralda Soria (D) vs. Mark Pazin (R)*: AD 27 is another Central Valley seat with no incumbent running. This Merced, Madera and Fresno County seat pits Fresno City Councilmember Esmeralda Soria against former Merced County Deputy Sheriff Mark Pazin. Voter registration strongly favors the Democrats by 16 points, but the vote totals between all Democrats and all Republicans in the primary were nearly evenly split which suggests this is a competitive race.
- *AD 35 Leticia Perez (D) vs. Dr. Jasmeet Bains (D)*: This Kern County race to replace Assemblyman Rudy Salas is another fight between a traditional, union supported Democrat and a new Democrat. Leticia Perez is a Kern County Supervisor with strong Party and union support. Dr. Bains is a family physician running with support from the California Medical Association and other business interests. It is a replay of the June primary which Perez won by just a couple hundred votes.

- *AD 40 Assemblymember Suzette Valladares (R) vs. Pilar Schiavo (D)*: Assemblymember Valladares won election to this Santa Clarita area Democratic seat in 2020 when the Democrats failed to place a candidate in the General Election. Redistricting increased the Democratic voter registration and added new communities, thereby reducing the power of incumbency to Valladares. This will be a hard seat for the Republicans to hold.
- *AD 47 Christy Holstege (D) vs. Greg Wallis (R)*: This seat encompassing Riverside and San Bernardino desert towns is currently occupied former Republican and current Independent Chad Mayes. Redistricting turned this seat into one that solidly favors Democrats. Assemblyman Mayes, who eked out a win in 2020 as an Independent, chose not to run in this new seat. His former district staffer Greg Wallis will face Palm Springs Mayor Christy Holstege.
- *AD 70 Diedre Nguyen (D) vs. Tri Ta (R)*: This Orange County seat favors Democrats by 5 points, however almost 25 percent of voters in this district are registered with neither party. This race features two Vietnamese-born and current local government candidates – Westminster Mayor Tri Ta on the Republican side and Garden Grove Mayor Pro Tem Diedre Nguyen on the Democratic side. While the Democrats have a 5 point registration advantage, the total votes for Republican candidates far exceeded the vote total of Nguyen who was the lone Democrat in June which suggests that Ta should prevail in November.
- *AD 72 Assemblymember Laura Davies (R) vs. Chris Duncan (D)*: Republican Laura Davies is seeking to hold on to this coastal Orange County seat, which after redistricting is now about evenly divided between Democrats and Republicans. As the only two candidates in the primary, Davies won decisively which suggests that she should prevail in November.
- *AD 76 Assemblymember Brian Maienschein (D) vs. Kristie Bruce-Lane (R)*: Redistricting pushed former Republican and current Democrat Maienschein further north into areas of San Diego County that have traditionally voted for Republicans. This new territory, combined with a lackluster primary showing, suggests that Maienschein is vulnerable. However, as one of the few seats they need to defend, the Democrats are expected to spend what it takes to keep this seat in their column.

### Ballot Measures

There are 7 statewide ballot measures with advertising that has flooded the airwaves. Despite record spending, voters are not energized by measures dealing with sports betting and dialysis clinics. However, there is one statewide ballot measure that could inspire younger, more progressive, pro-choice voters to vote – Proposition 1 would enshrine in the State Constitution a woman's right to seek and receive an abortion and choose birth control.

### Summary

With a couple of weeks to go, it is difficult to handicap who will prevail in these races. Some of the moderates running in these races are vying to replace other moderates but, in some cases, the outgoing legislator is a progressive and that could be a significant change. But how it plays out

won't be evident until bills are introduced, committee memberships are formed, and votes on bills begin to happen. The more immediate impact will be in the Assembly when votes for Speaker are cast when session reconvenes. Before the summer recess, Assemblymember Robert Rivas made an unsuccessful run at unseating Speaker Rendon as the leader of the Assembly. The outcome of these races could be critical in how the votes for Speaker play out between Rendon, Rivas or another Democrat.

## **CLIMATE CRISIS AGREEMENT**

On October 6, 2022, California, Oregon, Washington and British Columbia signed a new Statement of Cooperation (SOC) recommitting the region to climate action. The partnership promotes collaboration between the four regional governments on accelerating the transition to a low-carbon economy, investing in climate infrastructure like EV charging stations and a clean electric grid, and protecting communities from climate impacts like drought, wildfire, heat waves and sea-level changes. The SOC includes a major focus on equity, ensuring no communities are left behind in the transition to a low-carbon future.

San Francisco Mayor London Breed hosted California Governor Gavin Newsom, Oregon Governor Kate Brown, Washington Governor Jay Inslee and British Columbia Premier John Horgan as they signed the Pacific Coast Collaborative Statement of Cooperation at the Presidio Tunnel Tops in San Francisco. The project, which opened earlier this year, is a model for building climate resiliency in urban areas and providing equitable access to green spaces.

Leaders of the four jurisdictions, each with their own ambitious climate agendas, came together to continue to strengthen regional approaches and connections – to help move essential climate work further and faster.

The statement signed today includes the following commitments:

- Support an equitable and just transition to a low carbon and climate resilient future, emphasizing investments in overburdened communities.
- Invest in climate infrastructure, such as EV charging stations, green ports, and a clean and reliable electric grid across the region.
- Protect communities and natural and working lands from wildfire, drought, heat waves, ocean acidification and flooding.

## **THE END OF THE COVID-19 STATE OF EMERGENCY**

On October 17, 2022, Governor Newsom announced that the COVID-19 State of Emergency will end on February 28, 2023. This timeline gives the health care system needed flexibility to handle any potential surge that may occur after the holidays in January and February, in addition to providing state and local partners the time needed to prepare for this phaseout and set themselves up for success afterwards.

With hospitalizations and deaths dramatically reduced due to the state's vaccination and public health efforts, California has the tools needed to continue fighting COVID-19 when the State of Emergency terminates at the end of February, including vaccines and boosters, testing, treatments and other mitigation measures like masking and indoor ventilation. As the State of

Emergency is phased out, the SMARTER Plan continues to guide California's strategy to best protect people from COVID-19.