

BOARD MEETING DATE: February 5, 2021

AGENDA NO. 21

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a meeting remotely on Friday, January 15, 2021. The following is a summary of the meeting.

Agenda Item	Recommendation/Action
H.R. 7024 (Barragán) Climate Smart Ports Act of 2020	Support
H.R. 8775 (Ruiz) Salton Sea Public Health and Environmental Protection Act of 2020	Support

RECOMMENDED ACTION:

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

Judith Mitchell, Chair  
Legislative Committee

DJA:LTO:PFC:ar

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**Committee Members**

Present: Council Member Judith Mitchell/Chair  
Council Member Joe Buscaino/Vice Chair  
Supervisor V. Manuel Perez  
Supervisor Janice Rutherford

Absent: Dr. William A. Burke  
Senator Vanessa Delgado (Ret.)

**Call to Order**

Chair Mitchell called the meeting to order at 9:00 a.m.

## **DISCUSSION ITEMS:**

### **1. Update on Federal Legislative Issues**

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

Amelia Jenkins of Cassidy & Associates updated the committee on cabinet positions in the Biden Administration including pending confirmations for Michael Regan for the U.S. EPA and Brenda Mallory for the Council on Environmental Quality. Within the White House, Gina McCarthy as Domestic Climate Advisor. As the inauguration gets closer there may be additional confirmations scheduled including the Secretary of Energy. She reviewed the end of year spending bill and the package announced by President-elect Biden. Of note, the end of year spending bill includes \$2.5 billion for the Department of Energy Vehicle Research and Development program for fuel cells, vehicles and bioenergy authorized over three years as follows \$830 million for year one; \$855 million for year two; and, \$880 million in year three. President-elect Biden announced a \$1.9 trillion COVID-relief and economic stimulus proposal that would include \$350 million for state, local, and tribal government. The details of the proposal are not yet available. It is expected that President-elected Biden will announce proposals for clean energy, climate and transportation at the Joint Session of Congress. In combination with the funding from the end of year spending bill and future efforts, there may be more opportunities for air quality issues in the coming year.

Wayne Nastri added that Janet McCabe was appointed to serve as the Deputy Administrator for U.S. EPA. Janet McCabe was a prior Principal Deputy in the Obama Administration and South Coast AQMD worked closely with her on South Coast AQMD's petition submittal. Given her experience and relationship with Gina McCarthy, there should be a good opportunity for South Coast AQMD to work with U.S. EPA.

Chair Mitchell inquired about when the article of impeachment may be submitted to the Senate because it may slow down the actions of the Administration. Ms. Jenkins responded that details are not yet available.

Mark Kadesh of Kadesh & Associates reported that incoming Senator Alex Padilla will likely be sworn in next week, before January 20. Senator Padilla has hired senior staff, including Chief of Staff Dave Montez, who worked previously for Representative Ruben Gallego and Mayor Antonio Villaraigosa. The Legislative Director will be Josh Esquivel who comes from Senator Dianne Feinstein's office. In relation to the end-of-year spending bill, Kadesh and Associates worked with Senator Feinstein and Cassidy and Associates worked with Senators Murkowski and Merkeley to prevent the Targeted Airshed Grant (TAG) program from being

expanded from five to ten nonattainment regions which could have decreased the amount of funding South Coast AQMD receives from the program. Kadesh and Cassidy prevented the TAG program from being altered. The TAG program received \$59 million, an increase of \$2.7 million from the previous year; the Diesel Emissions Reduction Act received an increase to \$90 million; and, Section 103/105 received \$229.5 million, an increase of \$1.5 million. The appropriations numbers and policy outcomes were good, as is the outlook for the upcoming Congress, including the Biden Administration “Build America Back” transportation and infrastructure proposal, which will likely include transportation electrification.

Chair Mitchell asked when the two Senators from Georgia and Senator Padilla will be sworn in. Mr. Kadesh responded that the two Senators from Georgia and Senator Padilla may be sworn in on January 19, but no later than January 20.

Gary Hoistma of Carmen Group focused on rule changes made by the House of Representatives including the exemption of COVID and Climate related bills from the pay-as-you-go rule. That rule requires that any new spending has to be offset by corresponding cuts or tax increases. The exemption gives Congress more room to move issues like COVID and Climate through the legislative process. There also has been a lot of discussion on the Senate Budget Reconciliation process that allows passage of certain tax and spending bills with a simple majority vote of 51 versus 60. The Budget Committee will now be Chaired by Senator Bernie Sanders and he is looking at how to use this process to assist with the Biden Administration. The 50 –50 split between Caucuses in the Senate will require that Democrats maintain all of their votes to pass legislation under the Budget Reconciliation procedure. One item to highlight from the Carmen written report is that U.S. EPA Clearinghouse lists federal, state and local grant opportunities, including South Coast AQMD programs. The Clearinghouse is a work in progress with some areas not yet built out, but it could be a useful resource for South Coast AQMD and others.

Chair Mitchell inquired if the Clearinghouse was on the U.S. EPA website. Mr. Hoitsma verified that the Clearinghouse is on their website.

There was no public comment.

## **2. Update on State Legislative Issues**

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

Ross Buckley of California Advisors, LLC reported that the state legislature just finished their first week back as part of the new legislative session. Flexibility will be key in completing the state’s work this year as additional interruptions will likely

occur. Many rules put in place last year, to accommodate the pandemic conditions will continue into this year including limited bills being introduced and limited policy committee meetings being held.

State legislators are returning to Sacramento. to deal with a residential eviction moratorium that is set to expire at the end of January, several budget items, and ensuring that federal stimulus funds are disbursed.

Governor Gavin Newsom released his proposed state budget for FY 2021-22. The budget proposed to spend \$227.2 billion which includes \$164.5 billion in general fund spending. The Governor has called for a number of early action budget items which include \$2 billion to reopen schools, \$2.4 billion for the Golden State Stimulus (\$600 check for low-income Californians), \$1.5 billion for electric vehicle and electric vehicle infrastructure, \$700 million for job creation, and \$400 million to help with vaccine distribution. This proposed budget is just the first step in a long budget process and the Legislature has started calling budget hearings to work on and discuss their own budget priorities.

Paul Gonsalves of Joe A. Gonsalves & Son updated the Committee on the specific portion of the Governor's budget that proposes the \$1.37 billion cap-and-trade expenditure plan. This proposal includes both this year's cap-and-trade auction revenue and last year's revenue, which was not allocated in last year's budget agreement. Of the \$1.37 billion, \$325 million is being directed to the AB 617 program, of which, \$50 million is dedicated to air districts local implementation of the AB 617 program and \$10 million is dedicated to technical assistance for community groups.

The cap-and-trade expenditure plan also includes \$635 million to reduce emissions from the transportation sector. This includes \$315 million for clean trucks, busses and off-road freight equipment; \$170 million for agricultural diesel engine replacement and upgrades; and \$150 million for the Clean Cars 4 All and transportation equity projects. The remaining cap-and-trade funds are proposed to be spent on wildfire prevention and water projects.

In addition to the cap-and-trade program, the Governor has proposed, within the budget, the renewal of AB 8, which includes Carl Moyer Program funding sources and the alternative fuel and vehicle technology program set to expire in 2024. The Governor wants securitize \$1 billion of future AB 8 revenues to expand the Clean Transportation Program for zero-emission vehicle infrastructure and to support incentive programs, like Carl Moyer. The proposal would extend the AB 8 program to 2045, which coincides with the Governor's executive order for 100 percent zero emission vehicles by 2045.

David Quintana of Resolute updated the Committee on the status of the Governor's possible appointment of a new state Attorney General to replace Attorney General Xavier Becerra, who was nominated to join the Biden-Harris Administration. The leading candidate is Assemblymember Rob Bonta. California Supreme Court Justice Goodwin Liu, is another potential candidate. Assemblymember Ash Kalra is also actively seeking support letters for this position. Further, a group of Latina legislators sent out a letter naming possible candidates, including Assemblymembers Eloise Reyes and Lorena Gonzalez and Senator Susan Talamantes Eggman. The timeline for the selection of a new state Attorney General may be a matter of weeks.

Jarrell Cook of Resolute reported on the status of the Governor's nominees to the CARB Board, including new CARB Chair Liane Randolph and South Coast AQMD representative, Gideon Kracov.

There was no public comment.

### **ACTION ITEMS:**

#### **3. Recommend Position on Federal Bills:**

##### **H.R. 7024 (Barragán) Climate Smart Ports Act of 2020**

Lisa Tanaka O'Malley, Senior Public Affairs Manager, Legislative, Public Affairs & Media, presented H.R. 7024 which was authored by Representative Nanette Barragán who represents the 44th Congressional District. This bill was first introduced in the last Congress and Representative Barragán has indicated the bill will be reintroduced in the 117th Congress. The bill was originally introduced with 21 original co-sponsoring Members of Congress. The bill is supported by 16 local and national environmental and health organizations and unions. The purpose of the bill is to reduce air pollution, greenhouse gases, and to provide economic stimulus through investment in improvements to the goods movement industry. Specifically, the bill would create a new \$1 billion EPA grant program for zero-emissions port equipment and infrastructure at maritime and inland goods movement facilities. Examples of zero-emission projects were described. Entities eligible to apply for grants would include air pollution agencies like South Coast AQMD, a port authority, state, regional, local or Tribal agency that has jurisdiction over a port authority or port; a private or nonprofit entity with one of the afore mentioned organizations or that owns or uses cargo or transportation equipment at a port. The bill prioritizes awards to eligible entities based on upon: the degree to which the grant would reduce greenhouse gases and criteria and hazardous air pollutants; reduction of public health disparities in communities that receive a disproportionate quantity of air pollution from a port; the ability to provide matching, non-federal funds; purchase of equipment and technology made in the United States; and, participation in a state or federal apprenticeship program. Further, the bill requests that U.S. EPA award at least 25 percent of the grants within nonattainment areas.

The cost share for the grants would be 70 percent for the purchase and/or installation of zero emissions port equipment and technology. For grants equal or larger than \$3 million, the cost share could be as high as 85 percent if the eligible entity can certify that the grant will result in employment and there is a project labor agreement, including subgrantees. The bill also contains several labor provisions. H.R. 7024 would also authorize an additional \$50 million per year for the Diesel Emissions Reduction Act, specifically for reducing emissions at ports. This bill would create two new opportunities for South Coast AQMD to apply for federal grants to reduce air pollution related to goods movement, specifically heavy-duty trucks, equipment, harbor craft and marine vessels, rail and inland port facilities.

**Staff recommended a “SUPPORT” position on this bill.**

Moved by Buscaino; seconded by Perez; unanimously approved

Ayes: Buscaino, Mitchell, Perez, Rutherford

Noes: None

Abstain: None

Absent: Burke, Delgado

#### **H.R. 8775 (Ruiz) Salton Sea Public Health and Environmental Protection Act of 2020**

Ms. Tanaka O'Malley presented H.R. 8775 which was authored by Representative Raul Ruiz. The bill would require the Secretary of Interior, acting through the Bureau of Reclamation, to improve water quality, mitigate dust, protect public health, and restore the environment and habitat at the Salton Sea. The Bureau of Reclamation would be required to construct dust control and habitat mitigation projects at the Salton Sea in coordination with the State Salton Sea Management Plan. It would also require that federally funded projects cover a similar acreage of exposed lakebed as California-funded projects. The bill would create a federal Salton Sea Management Council to coordinate activities among the various federal agencies and with State and local authorities including South Coast AQMD who is specifically named in the bill. Additionally, the bill would require a report to the House Natural Resources Committee on funding and technical resources needed to address the issues at the Salton Sea and an annual air quality report. Overall, H.R. 8775 would facilitate coordination and planning among federal, state and local stakeholders to address air quality, environmental and public health issues in line with the Eastern Coachella Valley AB 617 Community Steering Committee and South Coast AQMD. This bill was introduced toward the end of the last Congress in late November with a broad base of supporters and it will be reintroduced in the 117th Congress.

**Staff recommended a “SUPPORT” position on this bill.**

Moved by Perez; seconded by Buscaino; unanimously approved

Ayes: Buscaino, Mitchell, Perez, Rutherford

Noes: None

Abstain: None

Absent: Burke, Delgado

There was no public comment.

**OTHER MATTERS:**

**4. Other Business**

There was no other business.

**5. Public Comment Period**

There was no public comment.

**6. Next Meeting Date**

The next regular Legislative Committee meeting is scheduled for Friday, February 12, 2021 at 9:00 a.m.

**Adjournment**

The meeting adjourned at 9:57 a.m.

**Attachments**

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

# **ATTACHMENT 1**

## **SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING (VIA ZOOM) ATTENDANCE RECORD – January 15, 2021**

Council Member, Joe Buscaino.....	South Coast AQMD Board Member
Council Member, Judith Mitchell .....	South Coast AQMD Board Member
Mayor Pro Tem Michael Cacciotti.....	South Coast AQMD Board Member
Supervisor V. Manuel Perez.....	South Coast AQMD Board Member
Supervisor Janice Rutherford .....	South Coast AQMD Board Member
Frank Cardenas.....	Board Consultant (Cacciotti)
Jacob Haik .....	Board Consultant (Buscaino)
Debra Mendelsohn .....	Board Consultant (Rutherford)
Fred Minassian .....	Board Consultant (Mitchell)
Mark Taylor.....	Board Consultant (Rutherford)
Ross Zelen .....	Board Consultant (Kracov)
Ross Buckley .....	California Advisors, LLC
Jarrell Cook .....	Resolute
Angela Ebner.....	Cassidy & Associates
Paul Gonsalves .....	Joe A. Gonsalves & Son
Gary Hoitsma .....	Carmen Group, Inc.
Amelia Jenkins .....	Cassidy & Associates
Mark Kadesh .....	Kadesh & Associates
Ben Miller .....	Kadesh & Associates
David Quintana .....	Resolute
Stephanie Bream	
Betsy Brien	
Curtis Coleman .....	Southern California Air Quality Alliance
Ramine Cromartie	
Peter Herzog	
Frances Keeler.....	CCEEB
Bill LaMarr.....	California Small Business Alliance
Bridget McCann	
Colby Morrow .....	Southern California Gas Company
David Rothbart	
Brissa Sotelo-Vargas	
Peter Whittingham.....	Whittingham Public Affairs Advisors
Yvonne Yeh	
Derrick Alatorre .....	South Coast AQMD Staff
Debra Ashby.....	South Coast AQMD Staff
Jason Aspell.....	South Coast AQMD Staff
Barbara Baird .....	South Coast AQMD Staff
Naveen Berry.....	South Coast AQMD Staff
Danietra Brown .....	South Coast AQMD Staff



Philip Crabbe.....	South Coast AQMD Staff
Stacy Day .....	South Coast AQMD Staff
Amir Dejbakhsh .....	South Coast AQMD Staff
Philip Fine .....	South Coast AQMD Staff
Sheri Hanizavareh .....	South Coast AQMD Staff
Kathryn Higgins .....	South Coast AQMD Staff
Sujata Jain .....	South Coast AQMD Staff
Jason Low .....	South Coast AQMD Staff
Matt Miyasato .....	South Coast AQMD Staff
Ron Moskowitz .....	South Coast AQMD Staff
Wayne Nastri.....	South Coast AQMD Staff
Stacy Pruitt .....	South Coast AQMD Staff
Sarah Rees .....	South Coast AQMD Staff
Mary Reichert.....	South Coast AQMD Staff
Lisa Tanaka O'Malley .....	South Coast AQMD Staff
Aisha Reyes.....	South Coast AQMD Staff
Jill Whynot .....	South Coast AQMD Staff
Paul Wright .....	South Coast AQMD Staff
Victor Yip.....	South Coast AQMD Staff

## ATTACHMENT 2A



To: South Coast Air Quality Management District  
From: Cassidy & Associates  
Date: December 23, 2020  
Re: December Report

### HOUSE/SENATE

On December 21, Congress passed a \$900 billion COVID-19 assistance bill packaged with a \$1.4 trillion fiscal year 2021 omnibus funding bill.

The COVID-19 relief package contains \$69 billion for testing, tracing and vaccines to be broken up as follows:

- \$16b for Testing, Tracing and Vaccine Development & Distribution
- \$20b to BARDA (Biomedical Advanced Research and Development Authority) purchase of vaccines that will make the vaccine available at no charge for anyone who needs it
- \$9b to CDC and states for vaccine distribution
- \$3b for Strategic National Stockpile
- \$22b directly to states for testing, tracing and COVID mitigation programs
  - \$2.5b will be sent out as grants specifically targeted at needs in underserved areas, including both communities of color and rural communities
- \$3b Provider Relief Fund
- \$4.5b for substance abuse prevention and treatment and mental health
- \$1b for NIH to research COVID-19
- \$1b in direct funds to the Indian Health Service

The relief package also includes \$325 for small business loans, \$45 billion for transportation, \$85 billion for education, \$7 billion for broadband, \$25 billion for the eviction moratorium, \$26 billion for agriculture and nutrition, \$120 billion for unemployment insurance, and \$166 billion for direct payments to individuals. Direct payments will be \$600 per person for an individual making up to \$75,000 and \$1,200 for couples making up to \$150,000 per year, plus \$600 per child dependent.

Small business loan money will be broken up as follows:

- \$284b through Paycheck Protection Program (PPP) for first and second forgivable PPP loans, dedicated set-asides for very small businesses and lending through community-based lenders like Community Development Financial Institutions and Minority Depository Institutions
- \$15b for entertainment venues, movie theaters, and museums
- \$20b for new EIDL Grants for businesses in low-income communities, \$3.5b for continued SBA debt relief payments, and \$2b for enhancements to SBA lending
- Extends the Paycheck Protection Program (PPP) and adds deductibility for PPP expenses
  - Inclusion of 501c6, restaurants, live venues, and EIDL grants
  - Loan forgiveness process is simplified for borrowers with PPP loans of \$150,000 or less
- Codifies federal rules that ensure churches and faith-based organizations are eligible for PPP loans
- Re-purpose unused Treasury CARES funding and Paycheck Protection Program

The transportation funding is divided as follows:

- \$16 billion for another round of airline employee and contractor payroll support
- \$14 billion for transit
- \$10 billion for highways
- \$2 billion for the private motorcoach, school bus, ferry industries
- \$2 billion for airports
- \$1 billion for Amtrak

The omnibus appropriations bill totals \$1.4 trillion and reflects the conference agreements for all 12 FY2021 appropriations bills. In total, the package provides:

- \$671.5 billion in base defense funding, a \$5 billion increase over FY 2020
- \$656.5 billion in nondefense funding, an \$20 billion increase over FY2020
- \$77 billion for Overseas Contingency Operations (OCO)—\$69 billion for defense activities and \$8 billion for nondefense activities
- An additional \$3.1 billion in emergency funding to fund agency operations impacted by the COVID-19 pandemic
- \$2.35 billion in funding for wildfire suppression activities
- \$1.9 billion for program integrity initiatives
- \$474 million medical research associated with the 21st Century Cures Act

The omnibus also includes intel reauthorization, pipeline safety reauthorization, the Water Resources Development Act, USMCA technical corrections, and the Energy Act of 2020. The Energy Act of 2020 is a comprehensive clean energy research, development, and demonstration bill (RD&D) that includes provisions from S. 2657, the American Energy Innovation Act, and H.R. 4447, the Clean Economy Jobs and Innovation Act. In total, the bill authorizes over \$35 billion in innovative energy efficiency, advanced nuclear, energy storage, carbon capture, direct air capture, industrial decarbonization, and renewable energy technology RD&D programs at the Department of Energy (DOE). The bill also authorizes over \$2.5 billion in sustainable transportation RD&D through 2023. The bill is a significant step forward for reworking DOE's programs to expedite the deployment of the critical technologies needed to decarbonize the economy

Cassidy and Associates support in December:

- Advocated for SCAQMD priorities in energy provisions included in the omnibus appropriations package.
  - Successfully limited Targeted Airshed Grant funding to the five most impacted non-attainment areas after an attempt by House appropriators to expand the pool to ten areas.
  - Tracked and advocated for other provisions of interest, including the \$2.5 sustainable transportation reauthorization and diesel emissions reduction act reauthorization.
- Tracked COVID relief proposals on state and local emergency funding.
- Participated in weekly strategy meetings with SCAQMD staff.
- Daily conversations with key Hill staff to track COVID and omnibus legislative developments and ensure that SCAQMD priorities were in play.

## PANDEMIC RESPONSE PROGRAMS AND AUTHORITIES

On December 4, the FDA authorized the first diagnostic test for at home collection of patient samples to detect both COVID-19 and Influenza A and B (flu). The FDA authorized Quest Diagnostics Self-Collection Kit for COVID-19 + Flu RT-PCR Test for prescription use with the Quest Diagnostics Self-Collection Kit for COVID-19 + Flu by individuals who are suspected of respiratory viral infection consistent with COVID-19 when home collection is determined to be appropriate. You can find the FDA news release [here](#).

The FDA issues the first emergency use authorization (EUA) for a vaccine for the prevention of COVID-19 in individuals 16 years of age and older. The EUA allows the Pfizer-BioNTech COVID-19 vaccine to be distributed in the U.S. The FDA has determined that the Pfizer-BioNTech

COVID-19 vaccine has met the criteria for issuance of an EUA. The totality of the available data provides clear evidence that the Pfizer-BioNTech COVID-19 vaccine may be effective in preventing COVID-19. The data also support that the known and potential benefits outweigh the known and potential risks, supporting the vaccine's use in millions of people 16 years of age and older, including healthy individuals.

A link to the FDA press release can be found [here](#). The EUA letter can be found [here](#). And below are links to fact sheets from the FDA:

[Fact Sheet for Healthcare Providers Administering Vaccine \(Vaccine Providers\)](#)

[Fact Sheet for Recipients and Caregivers](#)

Last week, the FDA issued an EUA for the Moderna vaccine for the prevention of COVID--19 for individuals 18 years of age and older caused by SARS-CoV-2. This EUA represents the second vaccine authorized for the prevention of COVID-19.

A link to the full FDA press release is [here](#). The press release also provides information and discussion on available safety and effectiveness data.

You can review the full Moderna COVID-19 Vaccine EUA Letter of Authorization [here](#).

In addition to the EUA letter, below are links to fact sheets from the FDA:

[Fact Sheet for Healthcare Providers Administering Vaccine \(Vaccine Providers\)](#)

[Fact Sheet for Recipients and Caregivers](#)

Operation Warp Speed and private sector partners now begin distributing the first allocation of doses to sites designated by the public health jurisdictions and five federal agencies with which OWS and CDC have been working to plan distribution. HHS Secretary Alex M Azar II and Acting Secretary of Defense Christopher C. Miller have issued statements on this next step, and they can be viewed [here](#).

Health and Human Services (HHS) is publishing the week one vaccine allocations provided to states and jurisdictions to order against. The data for the initial week's allocations are currently available [here](#). Each week on Tuesday, states and jurisdictions will be provided allocations available to ship the following week. These allocations and more related information are located on the HHS COVID-19 Vaccines page: <https://www.hhs.gov/coronavirus/covid-19-vaccines/index.html>

HHS has announced that the CDC will award \$140 million for COVID-19 vaccine preparedness and almost \$87 million for tracking and testing to 64 jurisdictions, including all 50 states and U.S. territories. The CARES Act funding will provide critical infrastructure support to existing grantees through the Immunizations and Vaccines for Children cooperative agreement. These funds, along with previous support of \$200 million in September, will help awardees continue to prepare to distribute COVID-19 vaccines. The Paycheck Protection Program and Health Care Enhancement Act funding will provide critical support to existing CDC grantees through the

agency's Epidemiology and Laboratory Capacity for Prevention and Control of Emerging Infectious Diseases (ELC) Cooperative Agreement. These efforts will complement vaccine implementation activities and focus on three targeted areas of activity: increasing the use of Advanced Molecular Detection technologies, such as whole genome sequencing of SARS-CoV-2; strengthening public health laboratory preparedness; and ensuring safe travels through optimized data sharing and communication with international travelers.

There will now be extended coverage under the Public Readiness and Emergency Preparedness Act (PREP Act) to qualified National Guardsmen administering COVID-19 vaccinations that have been authorized or licensed by the FDA. This will allow states and territories that wish to fully utilize National Guard health and medical personnel to increase access to COVID-19 vaccinations the flexibility to do so.

## 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 2B**

## **KADESH & ASSOCIATES**

South Coast AQMD Report for the January 2021  
Legislative Meeting covering December 2020  
Kadesh & Associates

### *December:*

Both the House and Senate were in session in December considering the final passage of the FY21 Omnibus Appropriations bill and the development and ultimate passage of a COVID-19 relief and response package. Despite threats of Presidential vetoes, both bills were ultimately signed into law. The Omnibus bill, H.R. 133 carried with it several other important pieces of legislation including an Energy bill and the biennial Water Resources Development Act (WRDA) reauthorization. Overall, the Omnibus includes a reauthorization of the Diesel Emissions Reduction Act (DERA) program at \$100 million through 2024 and \$2.5 billion for research, development, demonstration and commercialization via the Department of Energy in the areas of hydrogen fuel cells, vehicle technologies and bioenergy. Further, the Omnibus increased FY21 spending (\$2.7 million over FY20) for Targeted Airshed Grants (TAG) to \$59 million and preserved eligibility criteria which will continue support South Coast AQMD and the other five regions most impacted by ozone and PM 2.5. It also includes an almost \$3 million increase of funds for DERA to \$90 million with report language directing U.S. EPA to award 70-percent of the grants in nonattainment areas. Funding for the Section 103/105 program also received an increase from \$228.3 million in FY 20 to \$229.5 million in FY21. The massive legislative package contains numerous other provisions that may assist air quality including building efficiency/weatherization assistance, solar and other renewable energy, and more. In short, several South Coast AQMD legislative priorities were included in the bill at increased funding levels, while prioritizing non-attainment areas.

As of December 28, 2020, Congress was still in session to consider authorizing \$2,000 (\$4,000 for a couple) COVID relief checks to Americans subject to certain income limits and a Veto override for the NDAA, the annual defense authorization bill, H.R. 6395. (By a vote of 322-87 the House voted to override the President's veto on December 28, 2020. Senate action to follow.)

Direct payments in the FY21 Omnibus spending and virus aid package would be increased to \$2,000 for individuals, from \$600, and to \$4,000 for couples, from \$1,200, under H.R. 9051. The measure also would provide \$2,000 payments for each dependent, replacing a \$600 per-child payment in the spending law (H.R. 133). The measure would not modify other rules, such as the phasing out of payments for individuals with adjusted gross incomes of more than \$75,000, or \$150,000 for couples.

H.R. 9051 was considered on the Suspensions Calendar (requiring a 2/3 vote to pass), usually reserved for bills with broad bipartisan support. The bill passed on December 28, 2020 by a vote of 275-134, with 231 Democrats and 44 Republicans voting Yea, while 130 Republicans, two Independents and two Democrats voted Nay.



## KADESH & ASSOCIATES

House Democrats offered the measure in response to comments from President Trump that the \$600 individual payments in the spending package were not large enough. He also called into question a number of items, particularly foreign aid funds, in the spending portion of the package. The president signed the Covid relief and spending package on Dec. 27 and issued a statement calling for increasing the payments for individuals to \$2,000.

### Kadesh & Associates Activity Summary-

- Securing favorable FY21 Appropriations – DERA, TAG and Sec. 103/105;
- Successful in persuading Appropriators to retain the Senate language on TAG thereby retaining the focus on five worst non-attainment sites (vs. House language at 10);
- Planning for the priorities for the 117<sup>th</sup> Congress;
- Look Ahead discussion and draft memo for South Coast AQMD staff;
- Further engagement with offices of Representative Barragan and Representative Cardenas on legislation;
- COVID/stimulus legislation for special districts -- including an appeal to Congressional offices (such as House Speaker Pelosi and Representative Garamendi) to be included in year-end legislation;
- Identifying leaders of potential administration transition teams on South Coast AQMD's issues;
- Promoted the South Coast AQMD message on DERA, DOE fuel cell, Electric Vehicle infrastructure and bioenergy, Microgrids, Clean School Bus, Wildfire Smoke; and
- Monitoring Continuing Resolution(s).

### Contacts:

Contacts included staff and House Members throughout the CA delegation, especially Leadership and Appropriators who were targeted as well as incoming Biden-Harris team members.

###

# ATTACHMENT 2C



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

**To:** South Coast AQMD Legislative Committee

**From:** Carmen Group

**Date:** December 28, 2020

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

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**Happy New Year:** After a difficult month of haggling, Congress and the Administration finally settled post-Christmas on enacting into law the \$1.4 trillion Fiscal Year 2021 Omnibus appropriations measure combined with a compromise \$900 billion COVID Relief package. The giant bill notably lacked any significant COVID-related funding for state and local governments (a top priority for Democrats) and COVID liability protections (a top priority for Republicans). These issues are expected to be revisited in possible new Stimulus legislation soon after the inauguration.

As this is written a few days before the start of the New Year, much post-election uncertainty still prevails about the near-future legislative outlook and the manner in which Republicans and Democrats will -- or will not -- be able work together to get things done in the new 117<sup>th</sup> Congress. Much will turn on two things: 1) The outcome of the Georgia Senate run-off elections on Jan. 5; and 2) The fallout from Congress' Electoral College vote certification on Jan. 6.

**Key Executive Branch Appointments:** New administration picks for key posts:  
WH International Climate Advisor: **Sen. John Kerry**, Former Secretary of State  
WH National Climate Advisor: **Gina McCarthy**, Former EPA Administrator  
WH Deputy National Climate Advisor: **Ali Zaidi**, NY Deputy for Energy/Environment  
WH Council on Environmental Quality: **Brenda Mallory**, Southern Env. Law Center  
Department of the Interior: **Rep. Deb Haaland (D-NM)**, Former Tribal administrator  
Department of Transportation: **Pete Buttigieg**, Former Mayor of South Bend, IN  
Department of Energy: **Jennifer Granholm**, Former Governor of Michigan  
Environmental Protection Agency: **Michael Regan**, NC Dept. of Env., Former EPA staff

**EPA Decisions on PM and Ozone NAAQS Standards:** In separate actions in December, the EPA announced its final decisions to retain, without changes, the existing National Ambient Air Quality Standards (NAAQS) for particulate matter (PM<sub>2.5</sub> and PM<sub>10</sub>) and for ozone, thus keeping the standards for both of these criteria pollutants that were set five years ago by the Obama-Biden Administration. In each case, the agency said the decisions came after "careful review and consideration of the most recent available scientific evidence and technical information, consultation with the agency's independent scientific advisors, and consideration of the (tens of thousands of) public comments" submitted respectively with regard to each of these pollutant standards. While some environmental advocates had called for tightening the standards, the EPA said the current standards were in keeping with where the science is today. The EPA also said the

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timing of the decisions comes as part of a regulatory streamlining process designed to keep the agency on track to meet the five-year statutory deadlines to review each of the six NAAQS standards going forward.

**EPA Launches Clearinghouse for Environmental Finance:** The EPA announced in December the creation of what it calls a “one-stop shop” to make it easier for communities to access available funding and other agency resources. The new Clearinghouse for Environmental Finance is an online database of air, land, and water information. The EPA says it includes over 1,800 funding and financing opportunities and information resources from the agency’s air, land, and water programs. The system can be used to access funding and financing opportunities for environmental projects as well as financial research, such as case studies, white papers, and webinars. Public access to the Clearinghouse is available at [www.epa.gov/chef](http://www.epa.gov/chef).

**EPA Finalizes Cost-Benefit Rule:** In December, the EPA announced the finalization of a rule to improve the rulemaking process under the Clean Air Act by establishing requirements to ensure that high-quality analyses of benefits and costs are developed for all significant Clean Air Act rules. It will help ensure that new clean air rules are analyzed consistently, transparently and appropriately. It also outlines best-practice procedures for assessing benefits and costs when developing regulatory actions.

**Wheeler Says “Vanishing Congress” Cedes Too Much Power to Regulators:** Citing the Clean Air Act as a specific example, EPA Administrator (and former Congressional staffer) Andrew Wheeler offers his view that Congress should be more assertive in clarifying what the laws it passes actually say, what they really mean, and to whom they are supposed to apply, instead of leaving these questions to executive branch regulators as they have done in so many instances. In an op-ed published by the *Washington Times* on Dec. 2, Wheeler notes that the Clean Air Act (passed in 1970) has not been amended by Congress since 1990—thirty years ago. Since then, Wheeler says, “*our means of measuring pollution and health impacts have greatly improved. We can with much more precision and accuracy say what is in the air, how much of it is there, and how it interacts with the human body. But our judgment of how much is too much, and worth the cost of reduction efforts, has not been similarly refined.*” He further says, “*It is past time for our legislators to channel their ambition for the public good and assert themselves. They need to do their jobs, stop deferring to agencies, and stop giving agencies regulatory authority into perpetuity.*”

**DOE Releases Energy Storage “Roadmap”:** In December, the Department of Energy released the Energy Storage and Grand Challenge Roadmap, the Department’s first comprehensive energy storage strategy. Among its cost and performance targets is an \$80/kWh manufactured cost for a battery pack by 2030 for a 300-mile range electric vehicle, a 44 percent reduction from the current cost. Achievement would lead to truly cost competitive electric vehicles.

**Outreach:** Contacts included Washington, DC representatives of CALSTART, NGV America, the Alliance for Vehicle Efficiency, the U.S. Chamber of Commerce, and the National Automobile Dealers Association on federal clean vehicle strategies.

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## CALIFORNIA ADVISORS, LLC

South Coast AQMD Report  
California Advisors, LLC  
January 15, 2021 Legislative Committee Hearing

### **General Update**

The month of December has seen several changes happen throughout every level of state government, from the Legislature, Governor's office, and within state agencies. Typically, December is a quiet month for the Legislature outside of the swearing-in of new state legislators in even-numbered years. However, this year legislative leaders in both houses have already announced new committee chairs and committee assignments. There are several notable changes from the last session which include Senator Nancy Skinner (D-Berkeley) taking over the Senate Budget Committee, Assemblymember Luz Rivas (D-Arleta) who is now in charge of the Assembly Natural Resources Committee, and Senator Lena Gonzalez (D-Long Beach) and Assemblymember Laura Friedman (D-Glendale) taking over their respective Senate and Assembly transportation committees.

As the Legislature prepares to reconvene in January, there have already been 228 pieces of legislation introduced between the Senate and the Assembly. Additionally, Senate President pro Tempore Toni G. Atkins (D-San Diego) and Assembly Speaker Anthony Rendon (D-Lakewood) announced pushing back the Legislature's return date from January 4th to January 11th. Notably, the State Constitution requires the Governor to submit a balanced budget proposal to the Legislature by January 10th of each year. Given the Legislature's delayed return, the budget announcement will now occur before lawmakers return to Sacramento.

Towards the end of the month, Governor Newsom announced a major staff change when he said that his current chief of staff, Ann O'Leary, will be leaving her post early next year. Newsom announced that he had selected Jim DeBoo, a veteran Democratic political consultant, to serve as Executive Secretary starting January 1, 2021. He will lead the Office of the Governor alongside Cabinet Secretary Ana Matosantos.

On December 22nd, Governor Newsom announced the selection of California Secretary of State Alex Padilla to be California's next United States Senator. He will fill the position being vacated by Vice President-elect Kamala Harris. Padilla will become the first Latino to represent California in the United States Senate and the first Southern Californian in nearly three decades. Padilla's appointment does not require confirmation by the California Legislature. He will serve out the rest of Harris' unexpired term and then could run for reelection in 2022.

Further, to fill the Secretary of State's position, Newsom announced later that same day that he will submit to the State Legislature the nomination of Dr. Shirley N. Weber as the next California Secretary of State. Weber is an Assemblymember from the San Diego area and the current Chair of the California Legislative Black Caucus. She will be only the fourth woman to ever hold the position and the first Black woman to do so in state history. Notably, the

nomination is subject to confirmation by the California State Assembly and Senate within 90 days of the announcement.

The Governor could also fill the state's Attorney General position, assuming Xavier Becerra is confirmed as Secretary of Health and Human Services within the Biden Administration. That would make three major appointments within a matter of months for Newsom. The speculation has been rampant on potential appointees.

### **Upcoming Election:**

The Governor has issued a proclamation declaring a special election for the 30<sup>th</sup> Senate District on May 4, 2021. The primary for the special election will be held on March 2, 2021. This special election was made necessary because Senator Holly Mitchell won her seat on the Los Angeles County Board of Supervisors.

### **Reopening of Schools and the Impact on the State's Budget:**

On December 30<sup>th</sup>, Governor Newsom announced the California's Safe Schools for All Plan which would provide the framework to support schools already operating safely in-person and expand the number of schools safely resuming in-person instruction by early Spring. The Governor specifically mentioned the key mental and social benefits that in-person education provides our students. As part of this plan, the Budget will propose for immediate action in January, \$2 billion to support safety measures. This means that in the coming weeks the budget committees and the Legislature could act on providing this money for schools.

# ATTACHMENT 3B



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

**Anthony D. Gonsalves**

**Jason A. Gonsalves**

**Paul A. Gonsalves**

PROFESSIONAL LEGISLATIVE REPRESENTATION

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**TO:** South Coast Air Quality Management District

**FROM:** Anthony, Jason & Paul Gonsalves

**SUBJECT:** Legislative Update – December 2020

**DATE:** Monday, December 28, 2020

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The Legislature reconvened briefly on December 7, 2020 for its organizational session. Typically, the organizational session is a celebratory affair. In addition to formally electing the leadership, staff, and sergeants of the Senate and Assembly, new members are sworn in on the floors of their respective chambers. Family and loved ones are present, and new and returning members hold open office celebrations to mingle with each other and lobbyists.

By contrast, this year's ceremonies were more somber. Both Houses limited attendance to legislators and minimum floor staff. The Capitol remained closed to most staff and lobbyists. While the 40-member Senate chose to convene in the Capitol, the 80-member Assembly convened several blocks away in the Golden One Center to provide more space for physical distancing.

Despite these precautions, the one-day session resulted in several staff contracting COVID-19. As a consequence, and given the rise in infection across the state, the Legislature delayed its planned return to session on January 4, 2021 by one week to January 11, 2021.

Many capitol staff suspect the Legislature's return will be delayed further given the Governor's continued appeal to avoid large gatherings and an expected spike in infection following the holidays. We would not be surprised if the Legislature chooses to delay its return to Sacramento to the end of January, or perhaps as late as mid-February.

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

## **CAP AND TRADE**

On November 24, 2020, CARB released the auction results for the 25th Cap-and-Trade Auction. All current allowances offered for sale, 56,366,432, sold. This is the first auction since February 2020 where all current allowances have sold. The August 2020 auction offered approximately 2.8 million more allowances than this quarter's auction, but only 89% of them sold.

Current allowances settled at \$16.93, which is \$.25 above the floor price of \$16.68. All 8,672,250 future vintage allowances were offered for sale and all of them sold. This is the second auction in a row where 100% of future allowances sold. The future allowances cleared at \$17.35, \$.67 above the floor price and \$.62 higher than they cleared in the August auction. These allowances cannot be used for compliance until 2023.

The auction raised approximately \$580 million for the Greenhouse Gas Reduction Fund (GGRF), higher than the \$474 million raised at the August auction. Our firm will continue to work closely with the Governor's office, Legislature and Department of Finance to ensure the District receives GGRF funding in next year's budget.

## **GOVERNOR'S APPOINTMENTS**

### **US SENATE**

On December 22, 2020, Governor Newsom announced the selection of California Secretary of State Alex Padilla to be California's next United States Senator, filling the term being vacated by Vice President-elect Kamala Harris. Padilla, who previously served as a Los Angeles City Councilman and State Senator, and is a national leader in the fight to expand voting rights, will become the first Latino to represent California in the United States Senate and the first Southern Californian in nearly three decades.

Secretary of State Padilla was sworn in as California's first Latino Secretary of State on January 5, 2015 and pledged to bring more Californians into the democratic process as the state's top elections official. He was re-elected in 2018 and received the most votes of any Latino elected official in the United States.

### **CA SECRETARY OF STATE**

On December 22, 2020, Governor Newsom announced that he will submit to the State Legislature the nomination of San Diego Assemblymember and Chair of the California Legislative Black Caucus, Dr. Shirley N. Weber, as the next California Secretary of State, filling the seat that will be vacated by Secretary of State Alex Padilla once he assumes office in the United States Senate.

An Assemblymember since 2012, former President of the San Diego Board of Education and a retired Africana Studies Department professor for 40 years at San Diego State University, Dr. Weber will become the first-ever African American to serve as Secretary of State in California. She has been a voice of moral clarity in the Legislature, one who her colleagues have looked to

for leadership on issues of social justice, including authoring the California Act to Save Lives, landmark legislation passed and signed by Governor Newsom in 2019 setting new, higher standards on the use of deadly force by police. The nomination is subject to confirmation by the California State Assembly and Senate within 90 days.

## **NEWSOM ADMINISTRATION**

On December 21, 2020, Governor Newsom announced that Jim DeBoo will serve as Executive Secretary starting January 1, 2021 and lead the Office of the Governor alongside Cabinet Secretary Ana Matosantos.

In his role as Executive Secretary, DeBoo will oversee the Governor and Administration's overall strategy including communications, legislative, external affairs and intergovernmental affairs, as well as the Governor's scheduling, advance and protocol operations. Matosantos will continue to oversee agencies and departments and lead in the state's policy development and implementation, as well as oversee the Office of the Governor's legal affairs, judicial appointments and operations.

DeBoo, 45, of Sacramento, comes to the Newsom Administration with a fifteen-year track record of public service across state and local government, including as Interim Chief of Staff for Speaker John A. Pérez and Director of the Speaker's Office of Member Services; Chief Legislative Representative for Los Angeles Mayor Antonio Villaraigosa and the City of Los Angeles; Chief of Staff for former Assemblymembers Pedro Nava and Joe Nation; as well as Special Advisor to former State Superintendent of Public Instruction and State Senator Jack O'Connell. Most recently, DeBoo was Principal of DeBoo Communications, a public affairs and political consulting firm that specialized in elections, communications and media. This position does not require Senate confirmation.

As Governor Newsom announced this transition, he praised outgoing Chief of Staff Ann O'Leary for her commitment and dedication to the people of California as she helped set up and lead his Administration during his first two years. O'Leary submitted her resignation letter but will continue her service through mid-January to assist in ensuring a seamless transition.

## **CARB "SUPER POLLUTANTS" PROGRAM**

On December 10, 2020, the California Air Resources Board (CARB) approved first-in-the-nation rules to curb the impact of powerful artificial refrigerants that pose a growing danger globally to efforts to contain the worst impacts of climate change.

The refrigerants, known as hydrofluorocarbons or HFCs, are considered to be super pollutants because they trap heat in the atmosphere thousands of times more effectively than carbon dioxide, the most prevalent greenhouse gas.

California is required to reduce HFC emissions 40% below 2013 levels by 2030 under Senate Bill 1383. The regulations approved by CARB are the most comprehensive of their kind in the world and will help hit that target.



The new rules affect commercial and industrial, stationary refrigeration units, such as those used by large grocery stores, as well as commercial and residential air conditioning units. This equipment often leaks refrigerants over time. In other cases, emissions are released when the equipment is dismantled and destroyed at the end of its useful life.

These rules will contribute to reversing the growth trend in HFC emissions, a growing threat to the planet, and help the state achieve its goal of carbon neutrality. CARB estimates the regulations will achieve annual reductions by approximately 3.2 million metric tons of GHGs in 2030 and, with a cumulative reduction of more than 62 million metric tons by 2040, the equivalent of taking more than 12 million cars off the road. Potential benefits in avoided climate impacts could save more than \$7 billion through 2040.

The approved rules also signal the beginning of the first refrigerant recycling program to put responsibility for compliance with manufacturers. The recycling effort will help develop an even more robust program that can serve as a national model. CARB will now move forward immediately with a new rulemaking limiting purchase or use of new high-global warming potential (GWP) refrigerants, and a partnership with other states and the federal government to design a national program. California will then work towards 100% refrigerant recovery and recycling.

Technology exists that makes it possible for new facilities to use refrigerants with very low-GWP today, such as naturally occurring substances like carbon dioxide or ammonia. Additionally, the next generation of synthetic refrigerants with lower GWPs are under rapid development, in part because of requirements like California's that will likely become national standards. Starting in 2022, new facilities will be required to use refrigerants that can reduce their emissions by up to 90%. The intent of the new rules is to eliminate the use of very high-GWP refrigerants in every sector that uses non-residential refrigeration systems. Compliance begins for most home air conditioning equipment in 2025.

## **2021 LEGISLATIVE CALENDAR**

**Jan. 1** - Statutes take effect.

**Jan. 10** - Budget must be submitted by Governor.

**Jan. 11** - Legislature reconvenes.

**Jan. 22** - Last day to submit bill requests to the Office of Legislative Counsel.

**Feb. 19** - Last day for bills to be introduced.

**Apr. 30** - Last day for policy committees to hear and report to Fiscal Committees  
fiscal bills introduced in their house.

**May 7** - Last day for policy committees to hear and report to the Floor non-fiscal  
bills introduced in their house.

**May 14** - Last day for policy committees to meet prior to June 7.

**May 21** - Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to June 7th.

**June 1-4** - Floor Session Only. No committee, other than Conference or Rules, may meet for any purpose.

**June 4** - Last day for bills to be passed out of the house of origin.

**June 7** - Committee meetings may resume.

**June 15** - Budget bill must be passed by midnight.

**July 14** - Last day for policy committees to meet and report bills.

**Aug. 27** - Last day for fiscal committees to meet and report bills to the Floor.

**Aug. 30-Sept. 10** - Floor Session only. No committees, other than conference committees and Rules Committee, may meet for any purpose.

**Sept. 3** - Last day to amend bills on the Floor.

**Sept. 10** - Last day for each house to pass bills. Interim Study Recess begins at end of this day's session.

## South Coast Air Quality Management District

### Legislative and Regulatory Update – December 28, 2020

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#### ❖ Important Dates

Dec. 7	–	2021-22 Regular Session convenes for Organizational Session at 12 noon.
Jan. 1	–	Statutes take effect
Jan. 4	–	Legislature reconvenes
Jan. 10	–	Budget must be submitted by Governor
Jan. 22	–	Last day to submit bill requests to the Office of Legislative Counsel
Feb. 19	–	Last day for bills to be introduced

- ❖ **Meeting with Chairman Eduardo Garcia (D-Coachella).** This lobbying team had two calls with Chairman Eduardo Garcia regarding enlisting his assistance in getting increased funding introduced in Governor's January Budget. Chairman Garcia is working to help bring that to fruition and assigned his lead staff to assist in conversations with Gov.'s Office.
- ❖ **New Committee Chairs Announced.** The 2021-22 California Legislative Session began on December 7, 2020, and with it came the announcement of new committee assignments by Legislative leadership.

Notable appointments in the Assembly include Assemblymember Luz Rivas (D-Arleta) as chair of the Natural Resources Committee. Speaker Rendon also unexpectedly appointed Assemblymember Laura Friedman (D-Glendale) as the chair of the Assembly Transportation Committee. The committee's former chair, Assemblymember Jim Frazier (D-Fairfield), was shuffled to chair of the Assembly Governmental Organization Committee, replacing Assemblymember Adam Gray (D-Merced).

Gray asserted that the loss of his position was the result of running afoul of the Speaker by opposing an extension of State Water Board authority to supersede federal decisions on a hydroelectric project in last summer's budget trailer bill. Gray claimed that the provision would have taken water away from the agricultural producers in his district and cost thousands of jobs. Speaker Rendon cites Assemblymember Frazier's policy expertise as the reason for the shift in committee leadership.

In the Senate, Senator Nancy Skinner (D-Berkeley) will replace outgoing Senator Holly Mitchell as chair of the Senate Budget Committee. Relatively new Senator Lena Gonzalez (D-Long Beach) has been appointed as chair of the Senate Transportation Committee, taking on the position that was held by termed out Senator Jim Beall (D-San Jose). Senators Benjamin Allen (D-Santa Monica) and Henry Stern (D-Canoga Park) retain their respective positions as chairs of Environmental Quality and Natural Resources Committees.

The shift in leadership in the Transportation Committees in both houses could signal a shift in the Legislature's approach to issues relating to automobile emissions. Frazier is a moderate Democrat that has held the line against certain policy proposals, like those related to electric vehicles. Friedman has spoken out previously on the need for the Legislature to more aggressively pursue policy solutions that focus on taking cars off the road, mass transit, alternative transportation, and consider environmental justice.

- ❖ **First Round of Bills Introduced for the 2021 Legislative Session.** Since their return in early December, Legislators have introduced over 250 bills. Measures that may be notable for South Coast AQMD include:

- **AB 11 (Ward-D) Climate change: regional climate change coordinating groups:** Would require the Strategic Growth Council, by January 2023, to establish up to 12 regional climate change coordinating groups to develop and work on climate adaptation for their communities to engage in certain activities to address climate change.
- **AB 33 (Ting-D) Natural Gas:** Would prohibit the Department of General Services from approving or providing funding from the construction on new school buildings that have natural gas connections.
- **AB 51 (Quirk-D) Climate change: adaptation: regional climate adaptation planning groups: regional climate adaptation plans:** Would require the Strategic Growth Council, by July 1, 2022, to establish guidelines for the formation of regional climate adaptation planning groups. The bill would require the council, by July 1, 2023, and in consultation with certain state entities, to develop criteria for the development of regional climate adaptation plans.
- **AB 52 (Frazier-D) California Global Warming Solutions Act of 2006: scoping plan updates: wildfires:** This bill would require the State Air Resources Board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the California Global Warming Solutions Act of 2006, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires.
- **AB 64 (Quirk) Electricity: renewable energy and zero-carbon resources: state policy: strategy:** The bill would require the PUC, State Air Resources Board, and State Energy Commission to consult with all California balancing authorities to develop a strategy to promote the development of technologies that can help achieve the existing state policy that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. The agencies would also be required to issue a joint report to the Legislature but January 1, 2021 and every four years thereafter.
- **SB 18 (Skinner-D) Green hydrogen:** Would require the State Air Resources Board, by December 31, 2022, as part of the scoping plan and the state's goal for carbon neutrality, to prepare a strategic plan for accelerating the production and use of green hydrogen, as defined, in California and an analysis of how curtailed power could be better utilized to help meet the state's greenhouse gas emissions reduction goals.
- **SB 30 (Cortese-D) Building decarbonization:** Would, on or after January 1, 2022, prohibit a state agency from designing or constructing a state facility that is connected to the natural gas grid. The bill would require the department to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035. The bill would, except as provided, prohibit state agencies from providing funding or other support for projects for the construction of residential and nonresidential buildings that are connected to the natural gas grid.

- **SB 31 (Cortese-D) Building decarbonization:** Would require the State Energy Resources Conservation and Development Commission to identify and implement programs to promote existing and new building decarbonization. The bill would, to the extent clean energy or energy efficiency funds are made available from the federal government to address economic recovery and development due to the COVID-19 pandemic, authorize the commission to expend federal moneys, to the extent authorized by federal law, for projects for existing and new building decarbonization. The bill would additionally require the commission, under the EPIC program, to award funds for projects that will benefit electricity ratepayers and lead to the development and deployment of commercial and residential building decarbonization technologies and investments that reduce or eliminate greenhouse gas generation in those buildings.
- **SB 32 (Cortese-D) Energy: general plan: building decarbonization requirements:** Would require a city or county to amend, by January 1, 2023, the appropriate elements of its general plan to include goals, policies, objectives, targets, and feasible implementation strategies, as specified, to decarbonize newly constructed commercial and residential buildings. The bill would require a city or county to submit these draft general plan amendments to the commission at least 45 days prior to the adoption of the amendments. The bill would require the legislative body of the city or county to consider the commission's advisory comments, if any, prior to adopting the amendments.
- **SB 67 (Becker-D) Clean Energy.** Would state the intent of the Legislature to enact subsequent legislation to accelerate the state's progress toward having 100% of electricity provided by renewable or other zero-carbon sources on a 24-hour, 7-day basis.
- **SB 68 (Becker-D) Building decarbonization:** Would state the intent of the Legislature to enact subsequent legislation that will help the state achieve its climate and air pollution reduction goals in the building sector through actions such as reducing barriers to upgrading electrical service panels or accommodating additional electrical appliances within existing service panels.

We will continue to monitor these bills and other legislation as the session progresses.

- ❖ **Governor Newsom Appoints Assemblymember Shirley Weber as Secretary of State.** Assemblymember Shirley Weber (D-San Diego) was appointed by the Governor to replace Alex Padilla as California's Secretary of State. Newsom previously appointed Padilla to fill the U.S. Senate seat vacated by Kamala Harris as a result of her election to the Vice Presidency, leaving the Secretary of State position open. Weber will be California's first black Secretary of State.
- ❖ **Former CARB Chair Mary Nichols Sidelined from Leading President-Elect Biden's EPA.** President-Elect Joe Biden announced that he would select Michael Regan, the top environmental regulator in North Carolina, to run the Environmental Protection Agency.

Nichols was assumed by many to be the top candidate to lead the incoming President's environmental policy. However, progressive environmental justice groups launched a campaign opposing her nomination, sending the Biden team [a letter signed by 70 groups](#) that expressed concern that Nichols failed to meaningfully address environmental racism during her tenure as CARB Chair. Their concerns seem to have derailed Nichols's trajectory to the position.

# ATTACHMENT 4A

South Coast Air Quality Management District  
Legislative Analysis Summary – H.R. 7024 (Barragán)  
Version: As introduced, May 27, 2020  
Analyst: LTO

## **H.R. 7024 Barragán (CA)** Climate Smart Ports Act of 2020

**Summary:** This bill would direct the Administrator of the Environmental Protection Agency (EPA) to establish a program to award grants to eligible entities to purchase, and as applicable install, zero emissions port equipment and technology, and for other purposes.

**Background:** The federal government and, to some extent, the states are assigned responsibility under the Clean Air Act to reduce emissions from mobile sources. The Climate Smart Ports Act would authorize a new grant program under the United States Environmental Protection Agency (EPA) to reduce criteria and greenhouse gas emissions and hazardous air pollutants.

H.R. 7024 was introduced by Representative Nanette Barragán with 21 original cosponsors including Congressmembers Rashida Tlaib (MI), Jared Huffman (CA), Eleanor Holmes Norton (D.C.), Debbie Wasserman Schultz (FL), Jan Schakowsky (IL), Alan Lowenthal (CA), Jamie Raskin (MD), Ed Case (HI), Adam Smith (WA), Yvette Clarke (NY), Nydia Velázquez (NY), Harley Rouda (CA), Stephen Lynch (MA), Joseph P. Kennedy (MA), Pramila Jayapal (WA), Cedric Richmond (L:), Lisa Blunt Rochester (DE), Chellie Pingree (ME), Alcee L. Hastings (FL), Suzanne Bonamci (OR) and Barbara Lee (CA).

The Climate Smart Ports Act is supported by the American Lung Association, Sierra Club, Earthjustice, Moving Forward Network, League of Conservation Voters, the Union of Concerned Scientists, Natural Resources Defense Council, Environmental Defense Fund, Food & Water Action, Greenpeace, Eastyard Communities for Environmental Justice, Friends of the Earth, Jobs to Move America CA, Green For All, San Pedro Indivisible, and the San Pedro & Peninsula Homeowners Association. It is also supported by International Longshore Warehouse Union and some local International Brotherhood of Electrical Workers.

**Status:** 5/27/2020 – Introduced in House and referred to the Committee on Energy and Commerce. Note: This bill will be reintroduced in the 117<sup>th</sup> Congress and will receive a new number.

**Specific Provisions:** The Climate Smart Ports Act would authorize a \$1 billion-a-year zero-emissions ports equipment and infrastructure program to reduce criteria air pollution and greenhouse gas emissions, improve public health, and promote economic growth through the deployment of zero-emission technologies. The term “port” would be

defined as a maritime or inland facility. This new grant program would be administered by the United States Environmental Protection Agency (EPA).

Zero-emission projects under the new grant program could include replacement of diesel-burning cargo handling equipment, port harbor craft, drayage trucks, and other equipment with zero emissions equipment and technology, including infrastructure such as shore power for marine vessels, electric charging stations, and clean energy microgrids.

Entities eligible to apply for grants would include:

- A port authority;
- State, regional, local, or Tribal agency that has jurisdiction over a port authority or port;
- An air pollution control district or air quality management district; or,
- A private or nonprofit entity, in collaboration with one of the aforementioned organizations or that owns or uses cargo or transportation equipment at a port.

The bill prioritizes awards to eligible entities based upon the degree to which the grant would reduce greenhouse gas emissions and criteria and hazardous air pollutants, including precursors. Awards are also prioritized for environmental justice communities impacted by air pollution related to a port. Additional prioritization criteria include ability to provide matching, non-Federal funds; purchase of equipment and technology produced in the United States; and, participation in a federal or state apprenticeship program. Further, the bill requests the EPA Administrator to award at least 25-percent of the grants within nonattainment areas.

The cost share for Climate Smart Port grants would be 70-percent for the purchase and/or installation of zero emissions port equipment and technology. For grant awards equal or larger than \$3 million, the cost share could be as high as 85-percent if the eligible entity can certify that the grant will result in employment and there is a project labor agreement, including any subgrantees.

The bill also includes labor provisions that would protect dockworkers from automation, require a prevailing wage for installation work generated through grants, and encourages the use of union labor and local hiring.

Further, H.R. 7024 would authorize an additional \$50 million a year for the Diesel Emissions Reduction Act, specifically for reducing emissions at ports.

**Impacts on South Coast AQMD's Mission, Operations or Initiatives:** H.R. 7024 would create a new federal grant program to reduce air pollution with prioritization for non-attainment areas and environmental justice communities. Additionally, South Coast AQMD would be eligible to apply for funding through the Climate Smart Ports Act grant program.

The South Coast AQMD has some of the most stringent air quality regulations in the nation for stationary sources. Yet our region remains out of attainment for both ozone and particulate matter national ambient air standards. Mobile sources related to goods movement throughout the South Coast AQMD jurisdiction are the largest source of air pollution, but are regulated by the federal and, to some extent, state government. Although the South Coast AQMD is responsible for meeting the federal Clean Air Act health-based standards, our agency does not have jurisdiction to regulate mobile sources. Federal responsibility for mobile sources through policies that work cooperatively with local and state government and funding of programs to deploy zero-emission technologies for transportation and goods movement related activity is needed to reach attainment of federal air quality standards. This bill would provide much needed funding to assist with the reduction of criteria and hazardous air pollutants in the Southland. It also would assist South Coast AQMD and our region to reduce the disproportionate burden of air pollution affecting our environmental justice communities impacted by goods movement. Further, South Coast AQMD's experience is that air quality issues and investment in green technologies, improves both public health and contributes to the growth of the economy and jobs.

**Recommended Position:** SUPPORT



116TH CONGRESS  
2D SESSION

# H. R. 7024

To direct the Administrator of the Environmental Protection Agency to establish a program to award grants to eligible entities to purchase, and as applicable install, zero emissions port equipment and technology, and for other purposes.

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## IN THE HOUSE OF REPRESENTATIVES

MAY 27, 2020

Ms. BARRAGÁN (for herself, Ms. TLAIB, Mr. HUFFMAN, Ms. NORTON, Ms. WASSERMAN SCHULTZ, Ms. SCHAKOWSKY, Mr. LOWENTHAL, Mr. RASKIN, Mr. CASE, Mr. SMITH of Washington, Ms. CLARKE of New York, Ms. VELA'ZQUEZ, Mr. ROUDA, Mr. LYNCH, Mr. KENNEDY, Ms. JAYAPAL, Mr. RICHMOND, Ms. BLUNT ROCHESTER, Ms. PINGREE, Mr. HASTINGS, Ms. BONAMICI, and Ms. LEE of California) introduced the following bill; which was referred to the Committee on Energy and Commerce

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## A BILL

To direct the Administrator of the Environmental Protection Agency to establish a program to award grants to eligible entities to purchase, and as applicable install, zero emissions port equipment and technology, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

1 SECTION 1. SHORT TITLE.

2 This Act may be cited as the “Climate Smart Ports  
3 Act”.

4 SEC. 2. CLIMATE SMART PORTS GRANT PROGRAM.

5 (a) ESTABLISHMENT.—Not later than 6 months after  
6 the date of enactment of this section, the Administrator  
7 shall establish a program to award grants to eligible enti-  
8 ties to purchase, and as applicable install, zero emissions  
9 port equipment and technology.

10 (b) USE OF GRANTS.—

11 (1) IN GENERAL.—An eligible entity may use a  
12 grant awarded under this section to purchase, and  
13 as applicable install, zero emissions port equipment  
14 and technology.

15 (2) PROHIBITED USE.—

16 (A) IN GENERAL.—An eligible entity may  
17 not use a grant awarded under this section to  
18 purchase or install fully automated cargo han-  
19 dling equipment or terminal infrastructure that  
20 is designed for fully automated cargo handling  
21 equipment.

22 (B) HUMAN-OPERATED ZERO EMISSIONS  
23 PORT EQUIPMENT AND TECHNOLOGY.—Nothing  
24 in subparagraph (A) prohibits an eligible entity  
25 from using a grant awarded under this section  
26 to purchase human-operated zero emissions

port equipment and technology or infrastructure that supports such human-operated zero emissions port equipment and technology.

(3) COST SHARE.—

(A) IN GENERAL.—Except as provided in subparagraph (B), an eligible entity may not use a grant awarded under this section to cover more than 70 percent of the cost of purchasing, and as applicable installing, zero emissions port equipment and technology.

(B) CERTAIN GRANTS.—With respect to a grant in an amount equal to or greater than \$3,000,000, an eligible entity may use such grant to cover not more than 85 percent of the cost of purchasing and installing zero emissions port equipment and technology if such eligible entity certifies to the Administrator that—

(i) such grant will be used, at least in part, to employ laborers or mechanics to install zero emissions port equipment and technology; and

(ii) such eligible entity is a party to a project labor agreement or requires that each subgrantee of such eligible entity, and any subgrantee thereof at any tier, that

1 performs such installation participate in a  
2 project labor agreement.

3 (4) PROJECT LABOR.—An eligible entity that  
4 uses a grant awarded under this section to install  
5 zero emissions port equipment and technology shall  
6 ensure, to the greatest extent practicable, that any  
7 subgrantee of such eligible entity, and any sub-  
8 grantee thereof at any tier, that carries out such in-  
9 stallation employs laborers or mechanics for such in-  
10 stallation that—

11 (A) are domiciled not further than 50  
12 miles from such installation;

13 (B) are members of the Armed Forces  
14 serving on active duty, separated from active  
15 duty, or retired from active duty;

16 (C) have been incarcerated or served time  
17 in a juvenile detention facility; or

18 (D) have a disability.

19 (c) WAGES.—

20 (1) IN GENERAL.—All laborers and mechanics  
21 employed by a subgrantee of an eligible entity, and  
22 any subgrantee thereof at any tier, to perform con-  
23 struction, alteration, installation, or repair work that  
24 is assisted, in whole or in part, by a grant awarded  
25 under this section shall be paid wages at rates not

1 less than those prevailing on similar construction, al-  
2 teration, installation, or repair work in the locality  
3 as determined by the Secretary of Labor in accord-  
4 ance with subchapter IV of chapter 31 of title 40,  
5 United States Code.

6 (2) LABOR STANDARDS.—With respect to the  
7 labor standards in this subsection, the Secretary of  
8 Labor shall have the authority and functions set  
9 forth in Reorganization Plan Numbered 14 of 1950  
10 (64 Stat. 1267; 5 U.S.C. App.) and section 3145 of  
11 title 40, United States Code.

12 (d) APPLICATION.—

13 (1) IN GENERAL.—To be eligible to be awarded  
14 a grant under this section, an eligible entity shall  
15 submit to the Administrator an application at such  
16 time, in such manner, and containing such informa-  
17 tion as the Administrator may require.

18 (2) PRIORITY.—The Administrator shall  
19 prioritize awarding grants under this section to eligi-  
20 ble entities based on the following:

21 (A) The degree to which the proposed use  
22 of the grant will—

23 (i) reduce greenhouse gas emissions;

24 (ii) reduce emissions of any criteria  
25 pollutant and precursor thereof;

1 (iii) reduce hazardous air pollutant  
2 emissions; and

3 (iv) reduce public health disparities in  
4 communities that receive a dispropor-  
5 tionate quantity of air pollution from a  
6 port.

7 (B) The amount of matching, non-Federal  
8 funds expected to be used by an applicant to  
9 purchase, and as applicable install, zero emis-  
10 sions port equipment and technology.

11 (C) Whether the applicant will use such  
12 grant to purchase, and as applicable install,  
13 zero emissions port equipment and technology  
14 that is produced in the United States.

15 (D) As applicable, whether the applicant  
16 will meet the utilization requirements for reg-  
17 istered apprentices established by the Secretary  
18 of Labor or a State Apprenticeship Agency.

19 (E) As applicable, whether the applicant  
20 will recruit and retain skilled workers through  
21 a State-approved joint labor management ap-  
22 prenticeship program.

23 (e) OUTREACH.—

24 (1) IN GENERAL.—Not later than 90 days after  
25 funds are made available to carry out this section,

1 the Administrator shall develop and carry out an  
2 educational outreach program to promote and ex-  
3 plain the grant program established under sub-  
4 section (a) to prospective grant recipients.

5 (2) PROGRAM COMPONENTS.—In carrying out  
6 the outreach program developed under paragraph  
7 (1), the Administrator shall—

8 (A) inform prospective grant recipients  
9 how to apply for a grant awarded under this  
10 section;

11 (B) describe to prospective grant recipients  
12 the benefits of available zero emissions port  
13 equipment and technology;

14 (C) explain to prospective grant recipients  
15 the benefits of participating in the grant pro-  
16 gram established under this section; and

17 (D) facilitate the sharing of best practices  
18 and lessons learned between grant recipients  
19 and prospective grant recipients with respect to  
20 how to apply for and use grants awarded under  
21 this section.

22 (f) REPORTS.—

23 (1) REPORT TO ADMINISTRATOR.—Not later  
24 than 90 days after the date on which an eligible en-  
25 tity uses a grant awarded under this section, such

1 eligible entity shall submit to the Administrator a re-  
2 port containing such information as the Adminis-  
3 trator shall require.

4 (2) ANNUAL REPORT TO CONGRESS.—Not later  
5 than January 31, 2021, and annually thereafter, the  
6 Administrator shall submit to Congress and make  
7 available on the website of the Environmental Pro-  
8 tection Agency a report that includes, with respect  
9 to each grant awarded under this section during the  
10 preceding calendar year—

11 (A) the name and location of the eligible  
12 entity that was awarded such grant;

13 (B) the amount of such grant that the eli-  
14 gible entity was awarded;

15 (C) the name and location of the port  
16 where the zero emissions port equipment and  
17 technology that was purchased, and as applica-  
18 ble installed, with such grant is used;

19 (D) an estimate of the impact of such zero  
20 emissions port equipment and technology on re-  
21 ducing—

22 (i) greenhouse gas emissions;

23 (ii) emissions of criteria pollutants  
24 and precursors thereof;



1 (iii) hazardous air pollutant emissions;

2 and

3 (iv) public health disparities; and

4 (E) any other information the Adminis-  
5 trator determines necessary to understand the  
6 impact of grants awarded under this section.

7 (g) AUTHORIZATION OF APPROPRIATIONS.—

8 (1) IN GENERAL.—There is authorized to be  
9 appropriated to carry out this section  
10 \$1,000,000,000 for each of fiscal years 2021  
11 through 2030.

12 (2) NONATTAINMENT AREAS.—To the extent  
13 practicable, at least 25 percent of amounts made  
14 available to carry out this section in each fiscal year  
15 shall be used to award grants to eligible entities to  
16 provide zero emissions port equipment and tech-  
17 nology to ports that are in nonattainment areas.

18 (h) DEFINITIONS.—In this section:

19 (1) ACTIVE DUTY.— The term “active duty”  
20 has the meaning given such term in section 101 of  
21 title 10, United States Code.

22 (2) ADMINISTRATOR.—The term “Adminis-  
23 trator” means the Administrator of the Environ-  
24 mental Protection Agency.

1           (3) ALTERNATIVE EMISSIONS CONTROL TECH-  
2           NOLOGY.—The term “alternative emissions control  
3           technology” means a technology, technique, or meas-  
4           ure that—

5                   (A) captures the emissions of nitrogen  
6                   oxide, particulate matter, reactive organic com-  
7                   pounds, and greenhouse gases from the auxil-  
8                   iary engine and auxiliary boiler of an ocean-  
9                   going vessel at berth;

10                   (B) is verified or approved by a State or  
11                   Federal air quality regulatory agency;

12                   (C) the use of which achieves at least the  
13                   equivalent reduction of emissions as the use of  
14                   shore power for an ocean-going vessel at berth;

15                   (D) the use of which results in reducing  
16                   emissions of the auxiliary engine of an ocean-  
17                   going vessel at berth to a rate of less than—

18                           (i) 2.8 g/kW-hr for nitrogen oxide;

19                           (ii) 0.03 g/kW-hr for particulate mat-  
20                   ter 2.5; and

21                           (iii) 0.1 g/kW-hr for reactive organic  
22                   compounds; and

23                   (E) reduces the emissions of the auxiliary  
24                   engine and boiler of an ocean-going vessel at

1 berth by at least 80 percent of the default emis-  
2 sions rate, which is 13.8 g.

3 (4) CRITERIA POLLUTANT.—The term “criteria  
4 pollutant” means each of the following:

5 (A) Ground-level ozone.

6 (B) Particulate matter.

7 (C) Carbon monoxide.

8 (D) Lead.

9 (E) Sulfur dioxide.

10 (F) Nitrogen dioxide.

11 (5) DISTRIBUTED ENERGY RESOURCE.—

12 (A) IN GENERAL.—The term “distributed  
13 energy resource” means an energy resource  
14 that—

15 (i) is located on or near a customer  
16 site;

17 (ii) is operated on the customer side  
18 of the electric meter; and

19 (iii) is interconnected with the electric  
20 grid.

21 (B) INCLUSIONS.—The term “distributed  
22 energy resource” includes—

23 (i) clean electric generation;

24 (ii) customer electric efficiency meas-  
25 ures;

- 1 (iii) electric demand flexibility; and
- 2 (iv) energy storage.

3 (6) ELIGIBLE ENTITY.—The term “eligible enti-  
4 ty” means—

5 (A) a port authority;

6 (B) a State, regional, local, or Tribal agen-  
7 cy that has jurisdiction over a port authority or  
8 a port;

9 (C) an air pollution control district or air  
10 quality management district; or

11 (D) a private or nonprofit entity, applying  
12 for a grant awarded under this section in col-  
13 laboration with another entity described in sub-  
14 paragraphs (A) through (C), that owns or uses  
15 cargo or transportation equipment at a port.

16 (7) ENERGY STORAGE SYSTEM.—The term “en-  
17 ergy storage system” means a system, equipment,  
18 facility, or technology that—

19 (A) is capable of absorbing energy, storing  
20 energy for a period of time, and dispatching the  
21 stored energy; and

22 (B) uses a mechanical, electrical, chemical,  
23 electrochemical, or thermal process to store en-  
24 ergy that—

1 (i) was generated at an earlier time  
2 for use at a later time; or

3 (ii) was generated from a mechanical  
4 process, and would otherwise be wasted,  
5 for delivery at a later time.

6 (8) FULLY AUTOMATED CARGO HANDLING  
7 EQUIPMENT.—The term “fully automated cargo  
8 handling equipment” means cargo handling equip-  
9 ment that—

10 (A) is remotely operated or remotely mon-  
11 itored; and

12 (B) with respect to the use of such equip-  
13 ment, does not require the exercise of human  
14 intervention or control.

15 (9) NONATTAINMENT AREA.—The term “non-  
16 attainment area” has the meaning given such term  
17 in section 171 of the Clean Air Act (42 U.S.C.  
18 7501).

19 (10) PORT.—The term “port” includes a mari-  
20 time port and an inland port.

21 (11) PORT AUTHORITY.—The term “port au-  
22 thority” means a governmental or quasi-govern-  
23 mental authority formed by a legislative body to op-  
24 erate a port.

1           (12) PROJECT LABOR AGREEMENT.—The term  
2           “project labor agreement” means a pre-hire collec-  
3           tive bargaining agreement with one or more labor  
4           organization that establishes the terms and condi-  
5           tions of employment for a specific construction  
6           project and is described in section 8(f) of the Na-  
7           tional Labor Relations Act (29 U.S.C. 158(f)).

8           (13) REGISTERED APPRENTICE.—The term  
9           “registered apprentice” means a person who is par-  
10          ticipating in a registered apprenticeship program.

11          (14) REGISTERED APPRENTICESHIP PRO-  
12          GRAM.—The term “registered apprenticeship pro-  
13          gram” means a program registered pursuant to the  
14          Act of August 16, 1937 (commonly known as the  
15          “National Apprenticeship Act”; 50 Stat. 664, chap-  
16          ter 663; 29 U.S.C. 50 et seq.).

17          (15) SHORE POWER.—The term “shore power”  
18          means the provision of shoreside electrical power to  
19          a ship at berth that has shut down main and auxil-  
20          iary engines.

21          (16) STATE APPRENTICESHIP AGENCY.—The  
22          term “State Apprenticeship Agency” has the mean-  
23          ing given such term in section 29.2 of title 29, Code  
24          of Federal Regulations (as in effect on January 1,  
25          2020).

1           (17) ZERO EMISSIONS PORT EQUIPMENT AND  
2           TECHNOLOGY.—

3           (A) IN GENERAL.—The term “zero emis-  
4           sions port equipment and technology” means  
5           equipment and technology, including the equip-  
6           ment and technology described in subparagraph  
7           (B), that—

8                     (i) is used at a port; and

9                     (ii)(I) produces zero exhaust emissions  
10           of—

11                     (aa) any criteria pollutant and  
12                     precursor thereof; and

13                     (bb) any greenhouse gas, other  
14                     than water vapor; or

15                     (II) captures 100 percent of the ex-  
16           haust emissions produced by an ocean-  
17           going vessel at berth.

18           (B) EQUIPMENT AND TECHNOLOGY DE-  
19           SCRIBED.—The equipment and technology de-  
20           scribed in this subparagraph is the following:

21                     (i) Any equipment that handles cargo.

22                     (ii) A drayage truck that transports  
23           cargo.

24                     (iii) A train that transports cargo.

25                     (iv) Port harbor craft.

- 1 (v) A distributed energy resource.
- 2 (vi) An energy storage system.
- 3 (vii) Electrical charging infrastruc-
- 4 ture.
- 5 (viii) Shore power or an alternative
- 6 emissions control technology.
- 7 (ix) An electric transport refrigeration
- 8 unit.

9 **SEC. 3. ENERGY POLICY ACT OF 2005 AUTHORIZATION OF**  
10 **APPROPRIATIONS FOR PORT AUTHORITIES.**

11 Section 797 of the Energy Policy Act of 2005 (42  
12 U.S.C. 16137) is amended by adding at the end the fol-  
13 lowing:

14 “(c) PORT AUTHORITIES.—There is authorized to be  
15 appropriated \$50,000,000 for each of fiscal years 2021  
16 through 2025 to award grants, rebates, or loans, under  
17 section 792, to eligible entities to carry out projects that  
18 reduce emissions at ports.”.

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# ATTACHMENT 4C

South Coast Air Quality Management District  
Legislative Analysis Summary – H.R. 8775 (Ruiz)  
Version: As introduced, November 18, 2020  
Analyst: DPG/LTO

## **H.R. 8775 Ruiz (CA)**

### **Salton Sea Public Health and Environmental Protection Act of 2020**

**Summary:** This bill would require the Secretary of the Interior, acting through the Bureau of Reclamation (Reclamation), to improve water quality, mitigate dust, protect public health, and restore the environment and habitat at the Salton Sea in California. H.R. 8775 also would create a federal Salton Sea Management Council to coordinate activities with State and local authorities. Additionally, the bill would require a report to the House Natural Resources Committee on funding and technical resources and an annual report on air quality.

**Background:** In 1993, the Salton Sea Authority (Authority) was formed by the Coachella Valley Water District, Imperial Irrigation District and Riverside and Imperial Counties to work with State and federal agencies on restoration while representing local priorities and concerns. Subsequently, the Authority, Reclamation, and the California Department of Water Resources (CDWR) entered into an agreement to undertake studies of the Salton Sea to better understand issues such as weather, water currents, topography and potential solutions to mitigate the receding water and exposed playa. There was also a second agreement between the Authority and Bureau to study environmental and engineering compliance issues.

A Congressional Task Force was formed by Representatives George Brown, Jr., Sonny Bono, Duncan Hunter and Ken Calvert which led to the, “The Salton Sea Reclamation Act of 1998” which became Public Law 105-372. This law directed the Secretary of Interior to conduct a feasibility study for managing the salinity and elevation of the Sea to preserve fish and wildlife health and to enhance opportunities for recreation use and economic development while continuing the Sea's use as a reservoir for irrigation drainage. The Congressional study was completed in 2000.

In 2003, the State of California enacted legislation which accepted responsibility for ecosystem restoration at the Sea and required the CDWR to conduct a study and compile environmental documents, including a proposed funding plan. Further, Reclamation issued a final report to determine a preferred alternative action for managing the Salton Sea. Work to reduce and prevent air pollution from the Salton Sea and to restore the environment are on-going at all levels of government.

**Status:** 11/18/2020 – Introduced in House and referred to the Committee on Natural Resources; and the Committee on Energy and Commerce. Note: This bill will be reintroduced in the 117<sup>th</sup> Congress and will receive a new number.

**Specific Provisions:** H.R. 8775 would require the establishment of a program to improve water quality, provide for dust mitigation, protect public health, and provide for habitat restoration within the Bureau of Reclamation's Salton Sea Program Office.

The bill would require Reclamation to construct dust control and habitat mitigation projects at the Salton Sea in partnership with the State of California's Salton Sea Management Plan

(SSMP). It would require that federally funded projects cover a similar acreage of exposed lakebed as California-funded projects; to be calculated on a three-year time frame to accommodate for changes in shoreline exposure.

H.R. 8775 also would require the creation of a Memorandum of Understanding (MOU) between the State, Authority, and the Department of the Interior to facilitate the Federal Salton Sea Management Acres. The MOU must address how projects would benefit disadvantaged communities; and makes federal lands at the Salton Sea available for projects under the SSMP. In addition, provided adequate federal funding exists, the bill would delegate construction activities to California; and, provides for streamlining of project permitting by the Army Corps of Engineers. Annual report to Congress would be required on the number of treated acres, the type of treatment applied, and the current and future funding needs.

Additionally, H.R. 8775 would establish the Salton Sea Management Council (SSMC) to coordinate Salton Sea projects, expedite permits, conduct environmental review, and streamline funding. SSMC membership would include the Department of Interior – including Reclamation, Fish and Wildlife Service, and United States Geological Survey – Department of Agriculture, the Army Corps of Engineers, and the Environmental Protection Agency. The SSMC would establish a process for coordination with various entities, including the South Coast Air Quality Management District, and produce a report outlining a plan that identifies funding, resources and other actions needed to accomplish the construction of the Federal Salton Sea Management Acres.

Lastly, H.R. 8775 would require an annual air quality report including: (1) an analysis on the change in lakebed exposure, presence of certain chemicals, and associated health risks of the exposed shoreline; (2) development of a health study on individuals with extended exposure to the Salton Sea by a research institution or university; and (3) placement of additional air monitors at the Salton Sea by the EPA.

**Impacts on South Coast AQMD's Mission, Operations or Initiatives:** The Salton Sea is California's largest inland lake, covering over 376 square miles in Riverside and Imperial Counties. The lake is very saline due to the lack of natural outlets and the lake size is receding due to evaporation and reduced inflow sources. The receding waters of the Salton Sea have created environmental concerns for the region, including air quality concerns, with significant potential for impacts to human health and that of the wildlife dependent on this ecosystem. Air quality concerns for the Salton Sea Air Basin, which includes the Coachella Valley portion of Riverside County and Imperial County, include increased particulate matter exposures due to the fine silt of the exposed lakebed, exposure to toxic contaminants from concentrated agricultural runoff, and exposure to Hydrogen Sulfide gas released from the lake periodically due to natural processes in the warm, shallow water, as well as geothermal activity in portions of the lakebed. Another potential air quality concern could be secondary emissions from mitigation strategies resulting from construction equipment, increased traffic, internal combustion engines or other equipment.

Historically, South Coast AQMD has been an active partner with federal, state and local agencies to address the air quality and public health issues related to the Salton Sea, including air monitoring efforts. Most recently, the Governing Board adopted the AB 617 Community Emissions Reduction Plan (CERP) for the Eastern Coachella Valley (ECV) on December 4, 2020. The AB 617 Community Steering Committee concerns about emissions from the Salton Sea are:

- The Salton Sea is drying up due to decreased inflow of water. As the Salton Sea evaporates, its receding shoreline exposes sediments that are deposited at the bottom of the Sea, also referred to as the “playa”. The loose soil is blown off by strong gusty winds, contributing to PM10 (inhalable particulate matter) emissions that could impact air quality. CC-2
- The soil from the playa may contain components from agricultural runoff, which could pose a risk to human health. Previous tests have detected selenium, cadmium and nickel in the playa. CC-3
- Elevated levels of hydrogen sulfide (H<sub>2</sub>S) occur from natural processes in the Salton Sea and cause a strong odor that causes health effects and negatively affects the quality of life in ECV.

This bill would require federal agency coordination and action through the newly created SSMC, as well as facilitate continued partnership with the State and local government, including South Coast AQMD, to address air quality and public health issues related to the Salton Sea. H.R. 8775 aligns with South Coast AQMD goals and actions to reduce emissions and improve public health in partnership with the federal government, State and local agencies as well as community stakeholders.

**Recommended Position:** SUPPORT

# ATTACHMENT 4D

116TH CONGRESS  
2D SESSION

## H. R. 8775

To require the Secretary of the Interior to take certain measures with respect to protecting the Salton Sea, and for other purposes.

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### IN THE HOUSE OF REPRESENTATIVES

NOVEMBER 18, 2020

Mr. RUIZ (for himself and Mr. VARGAS) introduced the following bill; which was referred to the Committee on Natural Resources, and in addition to the Committee on Energy and Commerce, for a period to be subsequently determined by the Speaker, in each case for consideration of such provisions as fall within the jurisdiction of the committee concerned

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## A BILL

To require the Secretary of the Interior to take certain measures with respect to protecting the Salton Sea, and for other purposes.

1       *Be it enacted by the Senate and House of Representa-*  
2       *tives of the United States of America in Congress assembled,*

3       SECTION 1. SHORT TITLE.

4       This Act may be cited as the “Salton Sea Public  
5       Health and Environmental Protection Act of 2020”.

1 SEC. 2. FEDERAL SALTON SEA MANAGEMENT ACRES.

2 Title XI of the Reclamation Projects Authorization  
3 and Adjustment Act of 1992 (Public Law 102–575) is  
4 amended by adding at the end the following:

5 “SEC. 1102. RESTORATION PROGRAM.

6 “(a) RESTORATION PROGRAM.—The Secretary of the  
7 Interior, acting through the Bureau of Reclamation, shall  
8 provide for a program within the Bureau’s Salton Sea  
9 Program Office to improve water quality, provide for dust  
10 mitigation, protect the public’s health, and provide for en-  
11 vironmental and habitat restoration at the Salton Sea in  
12 California.

13 “(b) FEDERAL SALTON SEA MANAGEMENT  
14 ACRES.—

15 “(1) IN GENERAL.—The Secretary of the Inte-  
16 rior shall provide for such measures as such Sec-  
17 retary determines appropriate for dust control and  
18 habitat conservation, consistent with State and local  
19 requirements, with respect to an acreage within the  
20 Salton Sea of the same size as the acreage for which  
21 the State of California provides for dust control and  
22 habitat conservation under the Salton Sea Manage-  
23 ment Program and the State Water Board Order.  
24 Such Secretary shall, to the maximum extent pos-  
25 sible when carrying out this requirement, provide

1 such measures for an equivalent number of acres of  
2 dust control and of habitat conservation.

3 “(2) CALCULATION.—The Secretary of the In-  
4 terior may calculate the satisfaction of the Federal  
5 Salton Sea Management Acres obligation described  
6 in paragraph (1) in three-year increments to account  
7 for variability in acres available and appropriate for  
8 management.

9 “(3) COORDINATION WITH THE STATE OF CALI-  
10 FORNIA.—

11 “(A) MEMORANDUM OF UNDER-  
12 STANDING.—Not later than 180 days after the  
13 date of enactment of this section, the Secretary  
14 of the Interior shall seek to conclude a memo-  
15 randum of understanding with the State of  
16 California and the Salton Sea Authority to co-  
17 ordinate Federal and State activities relating to  
18 the construction, operation, and maintenance of  
19 Federal Salton Sea Management Acres and  
20 Salton Sea Management Program activities.  
21 Such memorandum of understanding shall in-  
22 clude a schedule delineating the timeframe for  
23 the accomplishment of the establishment of  
24 Salton Sea Management Acres and consider-  
25 ation of the effects of such memorandum of un-

1           derstanding on affected disadvantaged commu-  
2           nities.

3           “(B) ACCESS.—The Secretary of the Inte-  
4           rior shall make Federal lands within the Salton  
5           Sea available to the State of California for ac-  
6           tivities under the Salton Sea Management Pro-  
7           gram and the State Water Board Order and  
8           shall give priority to such activities.

9           “(4) STATE RESPONSIBILITIES.—Nothing in  
10          this section shall modify the State of California’s re-  
11          sponsibilities or associated timelines under the State  
12          Water Board Order.

13          “(5) SUPPORT FROM THE SECRETARY OF AGRI-  
14          CULTURE.—The Secretary of Agriculture shall, in  
15          issuing funding or other types of support under such  
16          authority as is available to such Secretary, prioritize  
17          support and funding to assist the Secretary of the  
18          Interior in fulfilling the responsibilities described in  
19          this subsection.

20          “(6) DELEGATION TO THE STATE OF CALI-  
21          FORNIA.—

22                 “(A) IN GENERAL.—The Secretary of the  
23                 Interior may delegate such Secretary’s respon-  
24                 sibilities under this subsection to the State of  
25                 California through a cooperative agreement or

1 other contractual agreement only upon the pro-  
2 vision by such Secretary to the State of ade-  
3 quate Federal funding to assure the require-  
4 ments of this section are met, including funding  
5 for operations and maintenance of Federal  
6 Salton Sea Management Acres. Such Secretary  
7 may award grants to the State for completion  
8 of this responsibility.

9 “(B) AGREEMENT PENDING FUNDING NOT  
10 RESTRICTED.—Subparagrah (A) shall not be  
11 construed to prohibit the Secretary of the Inte-  
12 rior from entering such an agreement prior to  
13 the provision of such adequate Federal funding.

14 “(7) NOT A SPECIAL AQUATIC SITE.—For the  
15 purposes of the construction, operation, and mainte-  
16 nance of Federal Salton Sea Management Acres and  
17 Salton Sea Management Program activities, lakebed  
18 exposed as the Salton Sea recedes shall not be con-  
19 sidered a Special Aquatic Site for the purposes of  
20 determining jurisdiction under section 404 of the  
21 Clean Water Act (33 U.S.C. 1344).

22 “(8) REPORT TO CONGRESS.—The Secretary of  
23 the Interior shall report to Congress annually identi-  
24 fying—



1 “(A) the total number of acres under man-  
 2 agement by such Secretary or funding provided  
 3 to the State of California under paragraph (6);

4 “(B) the type of management applied to  
 5 Federal Salton Sea Management Acres, and  
 6 whether such management is dust suppression  
 7 or habitat restoration;

8 “(C) if such Secretary has not met such  
 9 Secretary’s responsibility under paragraph (1)  
 10 over the current three-year period under para-  
 11 graph (2), a plan for coming into compliance;  
 12 and

13 “(D) additional funding needed to meet  
 14 such obligation.

15 “(c) DEFINITIONS.—In this section, the following  
 16 terms have the meaning given to such terms in section  
 17 5 of the Salton Sea Public Health and Environmental Pro-  
 18 tection Act of 2020:

19 “(1) ‘Federal Salton Sea Management Acres’.

20 “(2) ‘Salton Sea Authority’.

21 “(3) ‘Salton Sea Management Program’.

22 “(4) ‘State Water Board Order.’ ”.

23 SEC. 3. SALTON SEA MANAGEMENT COUNCIL.

24 (a) ESTABLISHMENT OF FEDERAL SALTON SEA  
 25 COUNCIL.—Not later than 90 days after the date of enact-

1 ment of this Act, the Secretary of the Interior shall estab-  
2 lish a Salton Sea Council with the goal of coordinating  
3 interagency Salton Sea projects, expediting permits, co-  
4 ordinating environmental review, streamlining funding of  
5 projects associated with the Salton Sea Management Pro-  
6 gram and Federal Salton Sea Management Acres, and co-  
7 ordinating such goals with the State of California and the  
8 Salton Sea Authority.

9 (b) MEMBERSHIP.—Council shall consist of the fol-  
10 lowing and shall be chaired by the Secretary of the Inte-  
11 rior:

12 (1) The Secretary of Agriculture, or a rep-  
13 resentative of such Secretary.

14 (2) The Secretary of the Army or a representa-  
15 tive of such Secretary.

16 (3) The Administrator of the Environmental  
17 Protection Agency or a representative of such Ad-  
18 ministrator.

19 (4) The Commissioner of the Bureau of Rec-  
20 lamation or a representative of such Commissioner.

21 (5) The Director of the United States Fish and  
22 Wildlife Service or a representative of such Director.

23 (6) The Director of the United States Geologi-  
24 cal Survey or a representative of such Director.

25 (c) DUTIES.—The Council shall—

1           (1) convene and establish a process for collabo-  
2           ration among the members of the Council, the State  
3           of California, the Salton Sea Authority, local com-  
4           munities, Tribal governments, the South Coast Air  
5           Quality Management District, the Imperial County  
6           Air Pollution Control District, and other persons, in-  
7           cluding holding at least one annual public meeting  
8           at the Salton Sea to receive feedback from local  
9           stakeholders;

10          (2) develop a Federal funding plan across Fed-  
11          eral agencies with jurisdiction at the Salton Sea to  
12          assist the Secretary in meeting the Salton Sea Man-  
13          agement Acres obligation and associated operations  
14          and maintenance costs; and

15          (3) identify and implement measures to expe-  
16          dite and streamline Federal permitting of Salton Sea  
17          management undertaken by the State of California's  
18          Salton Sea Management Program.

19          (d) PRODUCTION OF REPORT.—Not later than 1 year  
20          after the date of enactment of this Act, the Council shall  
21          submit to the Committee on Natural Resources of the  
22          House of Representatives a report that—

23                (1) identifies Federal and State funding sources  
24                and previous funding for projects and studies related

1 to potentially benefitting or impacting the Salton  
2 Sea;

3 (2) analyzes how Federal and State funding  
4 sources can be matched or paired to reach acreage  
5 goals; and

6 (3) identifies additional Federal resources in-  
7 cluding resources for technical assistance and project  
8 permitting assistance that could be applied to the  
9 management of the Salton Sea.

10 **SEC. 4. PUBLIC HEALTH REPORTING REQUIREMENT.**

11 (a) **IN GENERAL.**—The Secretary of the Interior, in  
12 consultation with the Administrator of the Environmental  
13 Protection Agency, shall publish an annual report on air  
14 quality surrounding the Salton Sea, including an analysis  
15 of the presence of pollutants, salinity levels, and agricul-  
16 tural chemicals present in the exposed lakebed on Federal  
17 lands. Such report shall include—

18 (1) the change in number of acres of Federal  
19 land that is exposed lakebed and land with respect  
20 to which such Secretary has taken corrective action,  
21 either through habitat restoration or dust suppres-  
22 sion; and

23 (2) any associated health risks with particulate  
24 matter pollution and any chemicals present.

1 (b) POPULATION HEALTH STUDY.—The Secretary of  
2 Interior may partner with a university or research institu-  
3 tion to conduct a long-term population health study on  
4 individuals with extended exposure to the Salton Sea.

5 (c) ADDITIONAL AIR MONITORS.—The Administrator  
6 of the Environmental Protection Agency shall take such  
7 measures as the Administrator determines necessary to  
8 monitor the air quality in population centers near the  
9 Salton Sea.

10 **SEC. 5. DEFINITIONS.**

11 In this Act:

12 (1) FEDERAL SALTON SEA MANAGEMENT  
13 ACRES.—The term “Federal Salton Sea Manage-  
14 ment Acres” means the Salton Sea exposed lakebed  
15 acres required to be managed by the Secretary of  
16 the Interior for dust control or habitat in consulta-  
17 tion with the State of California and Salton Sea Au-  
18 thority.

19 (2) SALTON SEA AUTHORITY.—The term  
20 “Salton Sea Authority” means a Joint Powers Au-  
21 thority composed of member agencies including the  
22 Torres Martinez Desert Cahuilla Tribe, County of  
23 Imperial, the County of Riverside, the Coachella Val-  
24 ley Water District, and the Imperial Irrigation Dis-  
25 trict, established to work in coordination with the

1 State of California to oversee the comprehensive res-  
2 toration of the Salton Sea.

3 (3) SALTON SEA MANAGEMENT PROGRAM.—The  
4 term “Salton Sea Management Program” means the  
5 program created by the State of California to ad-  
6 dress air quality and ecological threats at the Salton  
7 Sea.

8 (4) SALTON SEA 10-YEAR PLAN.—The term  
9 “Salton Sea 10-Year Plan” means the State of Cali-  
10 fornia’s Salton Sea Management Program Phase 1:  
11 10-year plan to provide for the construction of  
12 30,000 acres of air quality and habitat projects at  
13 the Salton Sea.

14 (5) STATE WATER BOARD ORDER.—The term  
15 “State Water Board Order” means California State  
16 Water Board Order 2017–0134 entitled “ORDER  
17 ACCEPTING AND REVISING STATE WATER  
18 BOARD REVISED ORDER WRO 2002–0013”  
19 issued on November 7, 2017, establishing Salton Sea  
20 management acre milestones for the State of Cali-  
21 fornia.

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