

BOARD MEETING DATE: April 3, 2026

AGENDA NO. 23

REPORT: Legislative Committee

SYNOPSIS: The Legislative Committee held a hybrid meeting on Friday, March 13, 2026. The following is a summary of the meeting.

Agenda Item	Recommendation/Action
AB 1791 (Sanchez): State Air Resources Board: South Coast Air Quality Management District: regulations: prohibition: costs.	Oppose

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

V. Manuel Perez, Committee Chair
Legislative Committee

LTO:CG:PC:EV:MC:MC

Call to Order

Committee Chair V. Manuel Perez called the meeting to order at 9:03 a.m.

Roll Call

Committee Members

Present: V. Manuel Perez Committee Chair
Supervisor Curt Hagman
Councilmember Adrin Nazarian
Supervisor Janet Nguyen
Vice Mayor Brenda Olmos

Absent: Mayor Patricia Lock Dawson

For additional details of the Legislative Committee Meeting, please refer to the [Webcast](#).

ACTION/DISCUSSION ITEMS:

1. Amend Contract for Legislative Representation in Sacramento, California

Lisa Tanaka, Deputy Executive Officer, Legislative, Public Affairs and Media presented on the current contract with Resolute Company for specialized legislative representation and strategic political consulting services, which expires on June 30, 2026. Staff recommended approval of a one-year extension of the Contract with Resolute Company in the amount of \$180,000 for Legislative Representation in Sacramento, California.

Chair Perez expressed his support to extend the contract for one-year. General Counsel Bayron Gilchrist stated for the record that Councilmember Adrin Nazarian was recusing based on the recency of his appointment to the committee and insufficient time to review potential campaign contributions.

There was no public comment.

Moved by: Nguyen, Seconded by Olmos
Ayes: Hagman, Nguyen, Olmos, Perez
Noes: None
Abstain: Nazarian
Absent: Lock Dawson

For additional details, please refer to the [Webcast](#) beginning at 5:08.

2. Update on South Coast AQMD Sponsored Bill

Carlos Gonzalez, Assistant Deputy Executive Officer, Legislative, Public Affairs and Media provided an update on the following South Coast AQMD sponsored state legislation:

- AB 2349 (Solache): State Air Resources Board: regional air quality incident response program. This bill would establish a statewide network of Air Quality Incident Response Centers, through collaboration between CARB and local air districts. The bill would strengthen California's emergency air monitoring capacity and support coordinated state and local responses during wildfires and other air quality emergencies. Staff is working closely with the author's office to streamline the proposal and identify opportunities to reduce overall program costs. Staff notes that the Assemblymember submitted a \$5 million budget request to support program implementation.

Harvey Eder, Public Solar Power Coalition, provided public comment regarding cooling centers and solar power.

For additional details, please refer to the [Webcast](#) beginning at 9:07.

3. Recommended Position on State Bill

Erika Valle, State Legislative Analyst, Legislative, Public Affairs and Media presented AB 1791 (Sanchez): State Air Resources Board: South Coast Air Quality Management District: regulations: prohibition: costs. This bill would prohibit CARB and South Coast AQMD from adopting regulations that increase gas prices by more than \$0.02 per gallon or raise residential construction costs by \$2,000 or more. It would also prevent South Coast AQMD from adopting regulations that increase the cost of constructing a non-residential building by \$5,000 or more. Additionally, the bill would require both agencies to demonstrate compliance with these caps to the Legislature. Staff recommended an oppose position on AB 1791.

Supervisor Nguyen stated that it would be premature to oppose the bill and recommended taking no position at this time. For additional details, please refer to the [Webcast](#) beginning at 13:53.

Councilmember Nazarian emphasized the importance of communicating positions early to help ensure South Coast AQMD can continue engaging in the conversation as it evolves.

Vice Mayor Olmos expressed agreement with Councilmember Nazarian's remarks. For additional details, please refer to the [Webcast](#) beginning at 14:43.

Supervisor Hagman expressed concerns that the bill could limit South Coast AQMD's ability to fulfill its responsibilities and suggested an "oppose unless amended" position to allow continued engagement with the bill's author. For additional details, please refer to the [Webcast](#) beginning at 17:19.

Committee Chair Perez noted that although he had initial concerns about taking an early position, the bill directly names South Coast AQMD and staff has reached out to the bill author who expressed an unwillingness to work together. Committee Chair Perez asked staff to provide details on meeting with Assemblymember's office.

Ms. Valle reported that during the meeting with Assemblymember Sanchez's office, South Coast AQMD conveyed a willingness to collaborate and provide information, but the Assemblymember's staff did not express a willingness to alter the bill.

Mr. Eder provided public comment.

Chair Perez reaffirmed his support to oppose the bill based on the discussed concerns. Staff recommended an OPPOSE position on AB 1791.

Moved by: Nazarian, Seconded by Olmos

Ayes: Hagman, Nazarian, Olmos, Perez

Noes: Nguyen

Absent: Lock Dawson

For additional details, please refer to the [Webcast](#) beginning at 12:45.

DISCUSSION ITEMS:

4. Update and Discussion on Federal Legislative Issues

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

Mark Kadesh, Kadesh & Associates, provided an update on the expected Congressional timeline and fiscal year 2027 appropriations process. For additional information, please refer to the [Webcast](#) beginning at 23:41.

Anna Karakitsos, Cassidy & Associates, reported on recently announced Congressional Member retirements. For additional information, please refer to the [Webcast](#) beginning at 26:07.

Roxanna Fields, Carmen Group, provided an update on the Federal Transit Administration's (FTA) \$9.6 million federal grant to LA Metro for preparation for the 2026 FIFA World Cup Games. For additional information, please refer to the [Webcast](#) beginning at 29:43.

Mr. Eder provided public comment regarding alcohol fuels.

5. Update and Discussion on State Legislative Issues

South Coast AQMD's state legislative consultants (Joe A. Gonsalves & Son Resolute, and Buckley Government Affairs) provided written reports on key Sacramento issues.

Paul Gonsalves, Joe A. Gonsalves & Son, informed the Committee that the February Cap-and-Invest auction raised \$919 million for the Greenhouse Gas Reduction Fund (GGRF), an increase from the \$840 million raised in November, though revenues remain below past levels. For additional information, please refer to the [Webcast](#) beginning at 33:36.

Alfredo Arredondo, Resolute, reported that about 1,800 bills were introduced this year, a lower total due to the 35-bill limit per legislator. For additional information, please refer to the [Webcast](#) beginning at 35:41.

Ross Buckley, Buckley Government Affairs, reported that the Legislature is working on budget proposals ahead of the June 15 budget deadline. For additional information, please refer to the [Webcast](#) beginning at 37:23.

Supervisor Hagman inquired about a potential bill regarding modifications to existing law regarding nuclear power. Staff confirmed that bill related to energy is being tracked.

There was no public comment.

OTHER MATTERS:

6. Other Business

There was no other business to report.

7. Public Comment Period

Mr. Eder provided public comment regarding midterm elections and artificial intelligence.

8. Next Meeting Date

The next regular Legislative Committee meeting is scheduled for Friday, April 10, 2026 at 9:00 a.m.

Adjournment

The meeting was adjourned at 9:43 a.m.

Attachments

1. Attendance Record
2. SB 2349 (Solache) – Bill Language
3. AB 1791 (Sanchez) - Bill Analysis
4. AB 1791 (Sanchez) – Bill Language
5. Update on Federal Legislative Issues – Written Reports
6. Update on State Legislative Issues – Written Reports

ATTACHMENT 1

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT LEGISLATIVE COMMITTEE MEETING ATTENDANCE RECORD – March 13, 2026

Supervisor V. Manuel Perez South Coast AQMD Board Member
Supervisor Curt Hagman South Coast AQMD Board Member
Vice Mayor Brenda Olmos South Coast AQMD Board Member
Councilmember Adrin Nazarian South Coast AQMD Board Member
Supervisor Janet Nguyen South Coast AQMD Board Member

Bill Glazier Board Consultant (Cacciotti)
Guillermo Gonzalez Board Consultant (Perez)
Marisela Santana Board Consultant (Olmos)
Lilly Sarafian Board Consultant (Nazarian)
Erin Sheehy Board Consultant (Rodriguez)
Suzette Swallow Board Consultant (McCallon)

Ross Buckley Buckley Government Affairs, LLC
Anna Karakitsos Cassidy & Associates
Roxanna Fields Carmen Group
Paul Gonsalves Joe A. Gonsalves & Son
Mark Kadesh Kadesh & Associates
Alfredo Arredondo Resolute

Harvey Eder Public Member
Grace Garner Public Member
Chuck Hahn Public Member
Thomas Jelenic Public Member
Bill LaMarr Public Member
Fred Minassian Public Member
Warisa Niizawa Public Member
Peter Okurowski Public Member
David Rothbart Public Member
Petter Whittingham Public Member

Jason Aspell South Coast AQMD Staff
Cesar Ayala South Coast AQMD Staff
Barbara Baird South Coast AQMD Staff
Cindy Bustillos South Coast AQMD Staff
Lara Brown South Coast AQMD Staff
Maria Corralejo South Coast AQMD Staff
Matthew Ceja South Coast AQMD Staff
Philip Crabbe South Coast AQMD Staff
Scott Gallegos South Coast AQMD Staff
Carlos Gonzalez South Coast AQMD Staff
De Groeneveld South Coast AQMD Staff
Alex Han South Coast AQMD Staff
Sheri Hanizavareh South Coast AQMD Staff
Aaron Katzenstein South Coast AQMD Staff
Angela Kim South Coast AQMD Staff
Grace Leblanc South Coast AQMD Staff

Howard Lee..... South Coast AQMD Staff
Jocelyn Lee South Coast AQMD Staff
Brisa Lopez South Coast AQMD Staff
Cristina Lopez South Coast AQMD Staff
Jason Low South Coast AQMD Staff
Terrence Mann South Coast AQMD Staff
Ian McMillan South Coast AQMD Staff
Nahal Mogharabi South Coast AQMD Staff
Ron Moskowitz South Coast AQMD Staff
Ghislain Muberwa South Coast AQMD Staff
Robert Paud..... South Coast AQMD Staff
Sarah Rees..... South Coast AQMD Staff
Mary Reichert South Coast AQMD Staff
Lisa Tanaka South Coast AQMD Staff
Brian Tomasovic South Coast AQMD Staff
Erika Valle South Coast AQMD Staff
Elizabeth Vega South Coast AQMD Staff
Mei Wang South Coast AQMD Staff
Victor Yip South Coast AQMD Staff
Yifan Yu South Coast AQMD Staff

ATTACHMENT 2A

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL

No. 2349

Introduced by Assembly Member Solache

February 19, 2026

An act to add Chapter 9 (commencing with Section 39950) to Part 2 of Division 26 of the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 2349, as introduced, Solache. State Air Resources Board: regional air quality incident response program.

Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law requires the state board to inventory sources of air pollution within the air basins of the state, determine the kinds and quantity of air pollutants, and monitor air pollutants in cooperation with districts and other agencies.

This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers, including at least one air quality incident response and evaluation center located at the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and regional level. The bill would require each air quality incident response center to be operated by the state board or an air district and would require the state board and each district that operates an air quality incident response center to coordinate to provide

emergency air monitoring response for disasters or other crises impacting air quality and public health in the state. The bill would provide that funding made available by the Legislature for purposes of these provisions may be used for various purposes, including program funding to plan, create, equip, and maintain air quality incident response centers.

To the extent that the bill would expand the duties of an air district, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

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

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

1 SECTION 1. Chapter 9 (commencing with Section 39950) is
2 added to Part 2 of Division 26 of the Health and Safety Code, to
3 read:

4
5 CHAPTER 9. REGIONAL AIR QUALITY INCIDENT RESPONSE
6 PROGRAM
7

8 39950. For purposes of this chapter, the following definitions
9 apply:

10 (a) "Air contaminant" includes any toxic air contaminant
11 designated or identified pursuant to Chapter 3.5 (commencing with
12 Section 39650), and as defined in Section 39013, and any substance
13 as listed in the Table of Standards pursuant to Section 70200 of
14 Title 17 of the California Code of Regulations.

15 (b) "Air quality incident response center" means an air quality
16 incident response center established pursuant to this chapter to
17 facilitate emergency air monitoring.

18 39951. Subject to an appropriation by the Legislature for
19 purposes of this chapter, the state board shall expand its incident
20 air monitoring program to provide support in accordance with this

1 chapter for a regional network of air quality incident response
2 centers in order to facilitate emergency air monitoring response at
3 the local and regional level.

4 39952. (a) (1) The state board and the districts shall jointly
5 select each location throughout the state where an air quality
6 incident response center will be established by the state board or
7 a district for purposes of this chapter, including at least one air
8 quality incident response and evaluation center located at the south
9 coast district.

10 (2) Before establishing an air quality incident response center
11 within its jurisdiction, a district shall coordinate with the state
12 board and any other relevant district to develop operational plans
13 for the air quality incident response center.

14 (3) Each entity shall be responsible for operating the air quality
15 incident response center that it establishes pursuant to paragraph
16 (1).

17 (b) The state board and each district that operates an air quality
18 incident response center shall coordinate to provide emergency
19 air monitoring response for disasters or other crises impacting air
20 quality and public health in the state, as determined by the state
21 board and those districts.

22 (c) The state board and each district that operates an air quality
23 incident response center shall only be responsible for performing
24 the duties set forth in this chapter to the extent that funding is
25 provided by the Legislature for those purposes.

26 39953. Funding made available by the Legislature for purposes
27 of this chapter may be used, but is not limited to being used, for
28 any of the following purposes:

29 (a) Program funding to plan, create, equip, and maintain air
30 quality incident response centers, including for the acquisition of
31 monitoring equipment and systems, vehicles, and other necessary
32 equipment, and facilities, needed to support air quality incident
33 response centers, and to plan, develop, conduct training on, and
34 implement incident response protocols.

35 (b) Air quality data collection, maintenance, analysis,
36 presentation, dissemination, modeling, and publishing, and the
37 integration of that data into a unified command or joint information
38 center, and other related activities.

39 (c) The funding of staffing resources, including regional
40 emergency response coordinators and technical staff at districts

1 that operate air quality incident response centers, develop plans,
2 prepare for, and respond during, incidents and as needed for
3 investigation and recovery efforts.

4 (d) Training and preparedness exercises for state board staff
5 and the staff of districts that operate air quality incident response
6 centers to facilitate expeditious, efficient, and effective emergency
7 air monitoring responses to provide air quality information to the
8 public and protect public health.

9 (e) Providing expertise to translate air monitoring data
10 collection, analyses, and modeling results in terms of impacts on
11 public health.

12 (f) Coordinating with relevant state and local agencies, local
13 governments, and public health departments, including districts,
14 to provide unified command and joint information centers, and
15 other organizations with air quality data and analysis to inform the
16 public and local response and recovery efforts.

17 39954. As part of the operation of an air quality incident
18 response center, air quality monitoring may be conducted for
19 targeted air contaminants of concern, as identified by the state
20 board or the district operating that air quality incident response
21 center, during disaster or emergency situations and during the
22 recovery period from a disaster or emergency to aid impacted
23 communities, and may be conducted, as needed, in coordination
24 with unified command centers, joint information centers, other
25 state agencies, local public health agencies, and other entities, as
26 appropriate.

27 SEC. 2. If the Commission on State Mandates determines that
28 this act contains costs mandated by the state, reimbursement to
29 local agencies and school districts for those costs shall be made
30 pursuant to Part 7 (commencing with Section 17500) of Division
31 4 of Title 2 of the Government Code.

ATTACHMENT 3A

South Coast Air Quality Management District
Legislative Analysis Summary – AB 1791 (Sanchez)
Version: Introduced - 2/10/2026
Analyst: EV

AB 1791 (Sanchez)

State Air Resources Board: South Coast Air Quality Management District:
regulations: prohibition: costs.

Summary: This bill would prohibit the California Air Resources Board (CARB) and South Coast AQMD from adopting regulations that increase gas prices or raise residential construction costs. It would also prevent South Coast AQMD from adopting regulations that increase the cost of constructing a non-residential building. Additionally, the bill would require both agencies to demonstrate compliance with these caps to the Legislature.

Background: Under the California Global Warming Solutions Act of 2006, CARB is authorized to monitor and regulate greenhouse gas emissions and adopt rules to achieve statewide climate targets. The Lewis-Presley Air Quality Management Act establishes the South Coast AQMD as the local agency responsible for comprehensive air pollution control within the South Coast Air Basin and authorizes the district to adopt air quality regulations.

Status: 2/11/2026 - From printer for official publication. Eligible to be heard in Committee on March 13.

Specific Provisions: This bill would prohibit:

- 1) CARB from adopting regulations that increase gas prices by more than \$0.02 per gallon or increase the cost to build any home by \$2,000 or more.
- 2) South Coast AQMD from adopting regulations that increase gas prices by more than \$0.02 per gallon, raise the cost of building a home by \$2,000 or more, or increase the cost of building a non-residential building by \$5,000 or more.

It would also require both CARB and South Coast AQMD to report data to the relevant legislative policy committees demonstrating compliance with the bill's provisions.

Impacts on South Coast AQMD's Mission, Operations or Initiatives: AB 1791 would constrain South Coast AQMD's statutory authority to adopt air quality regulations necessary to protect public health and attain state and federal clean air standards. Fixed dollar caps do not account for inflation, market variability, technological advances, or long-term public health and economic benefits associated with improved air quality.

The South Coast Air Basin is in extreme nonattainment for ozone and serious nonattainment for PM2.5. This means the South Coast region has some of the worst air quality in the nation. Failure to meet federal Clean Air Act requirements could lead to sanctions including withholding transportation funding, higher costs of doing business for stationary sources, and a federal takeover of local air quality regulation.

South Coast AQMD's rulemaking process is based on rigorous scientific analysis, extensive public engagement, and careful consideration of technological feasibility and cost-effectiveness. Draft rules are developed through public workshops and stakeholder consultations with industry, local governments, and community members before consideration by the Governing Board in a public

hearing. This structured approach ensures that regulatory decisions are transparent, data-driven, and informed by industry standards and real-world industry operational issues.

Further, AB 1791 would impose significant administrative and fiscal burdens on South Coast AQMD. Compliance with the bills' provisions would demand substantial staffing and technical resources, increase rule development costs, and slow progress toward meeting state and federal air quality standards. Disputes over cost projections could also increase litigation risk.

AB 1791 would harm South Coast AQMD's regulatory authority, introduce legal uncertainty, increase administrative burdens, and potentially jeopardize attainment efforts in of the nation's most polluted air basins.

Recommended Position: OPPOSE

SUPPORT

N/A

OPPOSITION

N/A

ATTACHMENT 3B

CALIFORNIA LEGISLATURE—2025–26 REGULAR SESSION

ASSEMBLY BILL

No. 1791

Introduced by Assembly Member Sanchez

February 10, 2026

An act to add Sections 39616.6 and 40440.9 to the Health and Safety Code, relating to air resources.

LEGISLATIVE COUNSEL'S DIGEST

AB 1791, as introduced, Sanchez. State Air Resources Board: South Coast Air Quality Management District: regulations: prohibition: costs.

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases.

This bill would prohibit the state board from adopting any regulation or rule that would add more than \$0.02 to the cost of a gallon of gasoline or add \$2,000 or more to the cost to build any home. The bill would require the state board to submit data to the relevant policy committees of the Legislature that demonstrates how a proposed regulation is compliant with this prohibition.

Existing law, the Lewis-Presley Air Quality Management Act, establishes the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the South Coast Air Basin as the local agency with the responsibility for comprehensive air pollution control within the basin.

This bill would prohibit the south coast district from adopting any regulation or rule that would add more than \$0.02 to the cost of a gallon of gasoline, add \$2,000 or more to the cost to build any home, or add \$5,000 or more to the cost to build a nonresidential building. The bill

would require the south coast district to submit data to the relevant policy committees of the Legislature that demonstrates how a proposed regulation is compliant with this prohibition. To the extent it would impose additional duties on a local entity, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to the statutory provisions noted above.

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

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

1 SECTION 1. Section 39616.6 is added to the Health and Safety
2 Code, to read:

3 39616.6. Notwithstanding any other law, the state board shall
4 not adopt any regulation or rule that would add more than two
5 cents (\$0.02) to the cost of a gallon of gasoline or add two thousand
6 dollars (\$2,000) or more to the cost to build any home. The state
7 board shall submit data to the relevant policy committees of the
8 Legislature that demonstrates how a proposed regulation is
9 compliant with this section.

10 SEC. 2. Section 40440.9 is added to the Health and Safety
11 Code, to read:

12 40440.9. Notwithstanding any other law, the south coast district
13 shall not adopt any regulation or rule that would add more than
14 two cents (\$0.02) to the cost of a gallon of gasoline, add two
15 thousand dollars (\$2,000) or more to the cost to build any home,
16 or add five thousand dollars (\$5,000) or more to the cost to build
17 a nonresidential building. The south coast district shall submit data
18 to the relevant policy committees of the Legislature that
19 demonstrates how a proposed regulation is compliant with this
20 section.

21 SEC. 3. If the Commission on State Mandates determines that
22 this act contains costs mandated by the state, reimbursement to
23 local agencies and school districts for those costs shall be made

- 1 pursuant to Part 7 (commencing with Section 17500) of Division
- 2 4 of Title 2 of the Government Code.

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ATTACHMENT 4A

KADESH & ASSOCIATES

South Coast AQMD Report for the March 2026
Legislative Meeting covering February 2026
Kadesh & Associates

The Interior-Environment funding bill for FY26, which includes EPA, was signed into law on January 23, leaving Congress with six individual appropriations bills to complete the FY26 funding process. Slightly after the January 30 deadline, five of those bills were signed into law as a final “minibus” that provided full year FY26 funding for the Departments of Defense, Labor/HHS, Transportation/HUD, State and foreign aid programs, and Treasury/IRS.

The FY26 Department of Homeland Security bill was originally supposed to be part of this final funding package, but it was stripped out by the Senate, and replaced with a two-week continuing resolution that ran until Friday, February 13 and has now expired. This makes DHS the only annual appropriations bill for FY26 that has not yet been enacted, and there will not be a subsequent continuing resolution.

Senate Democrats are negotiating directly with the White House to resolve the Homeland Security / ICE funding standoff, but there’s no indication that negotiators are closing in on a deal. The dynamic is especially complicated because ICE and Border Patrol, the two agencies that are the focal point of negotiations, will not shut down due to the direct funding they received from last year’s reconciliation bill, while other DHS agencies like FEMA, the Coast Guard, and TSA may experience more direct impacts from an extended lapse in appropriations.

Both chambers were in recess for the week of Presidents’ Day, and will return to DC the following week for the State of the Union. The President’s budget request is likely to slip at least into late March. Congress can start the FY27 appropriations process without the benefit of the budget request, but this new timing will make the FY27 process more complicated. In addition, authorizing committees have been hoping for language and funding levels in the budget request to help support their efforts to move legislation, including the surface transportation reauthorization bill, this year. A delay into late March would leave those committees without much runway to begin their legislative work.

On February 12, EPA Administrator Zeldin announced the repeal of the 2009 greenhouse gas endangerment finding, likely setting the stage for future regulatory changes covering a range of emissions policies. Lawsuits have already been filed, and Gov. Newsom has signaled that California will litigate as well.

Kadesh & Associates Activity Summary-

-Worked with South Coast AQMD and the congressional delegation on FY26 and FY27 appropriations, House and Senate clean air legislation, and other legislative developments.

Contacts: Contacts included staff and Members throughout the CA delegation, Senate offices, and members of key committees.

ATTACHMENT 4B



To: South Coast Air Quality Management District
From: Cassidy & Associates
Date: February 18, 2026
Re: February Report

HOUSE/SENATE

Congress

The House and Senate are in recess this week. Last week Congress focused on negotiating Fiscal Year 2026 appropriations under the Homeland Security spending bill, which is currently being funded by a short-term Continuing Resolution (CR) that expires on Friday, February 13. Democrats continue to demand significant changes to Immigration and Customs Enforcement (ICE) and Customs and Border Patrol (CBP) policies and procedures, which Republicans have so far rebuffed. Some lawmakers are looking at passing another short-term CR to buy more time to negotiate. Otherwise, the Homeland Security bill, which also funds the Federal Emergency Management Agency, Transportation Security Agency, and U.S. Coast Guard, will shut down. Earlier this month, the government experienced a partial shutdown before Congress passed several Fiscal Year 2026 appropriations bills and the CR funding Homeland Security. In addition to appropriations, the House also considered legislation related to voting reform, critical minerals, and housing.

EPA

On February 6, the Environmental Protection Agency (EPA) issued a final rule extending compliance deadlines for coal combustion residual management unit (CCRMU) and groundwater monitoring requirements. The action aims to increase grid stability and energy affordability by allowing facilities with CCRMUs additional time to complete facility evaluation reports and meet

groundwater monitoring standards. Utilities will have an additional year to complete facility evaluation reports and make them publicly available, as well as an additional three years to comply with groundwater monitoring requirements. The final rule also incorporates technical corrections and clarifications. Read more [here](#).

On February 6, EPA established protections for over-the-top (OTT) dicamba application on dicamba-tolerant cotton and soybean crops. When applied according to the new label instructions, the EPA's analysis found no unreasonable risk to human health and the environment from OTT dicamba use. EPA designed these new label restrictions to include safeguards such as cutting the amount of dicamba that can be used annually in half, doubling required safety agents, requiring conservation practices to protect endangered species, and restricting applications during high temperatures. The decision only pertains to the next two growing seasons. Read more [here](#).

On February 2, EPA issued new guidance affirming that farmers and owners of nonroad diesel equipment have the legal right to fix their own machinery, clarifying that the Clean Air Act does not prohibit them from accessing necessary repair tools or temporarily overriding emissions systems for maintenance purposes. Previously, equipment manufacturers restricted access to repair tools, requiring farmers to bring equipment to manufacturer-authorized dealers for repairs, rather than fixing it themselves for a lower cost. Read more [here](#).

On January 27, EPA proposed approving eight states' air quality plans under the 2015 ozone standards, effectively rolling back the Biden-era "Good Neighbor Plan" that imposed strict federal emissions controls. The agency says these states have shown they don't significantly impact ozone levels in other states, rendering the federal mandates unnecessary. This action is framed as advancing cooperative federalism, letting states manage their own plans while still protecting clean air. A 30-day public comment period will follow, and the EPA plans to address remaining states covered by the original rule in future actions. Read more [here](#).

On January 27, EPA announced final disapproval of California's Heavy-Duty Inspection and Maintenance Regulation under the Clean Air Act as applied to vehicles registered out-of-state and out-of-country. Read more [here](#).

Cassidy and Associates support in February:

- Provided guidance for the FY 26 appropriations process;
- Updated AQMD staff on surface transportation reauthorization;
- Continued conversations on permitting reform efforts in Congress and the Administration;
- Worked with SCAQMD staff to strategize on future DC outreach and plan for DC visits; and
- Participated in weekly strategy sessions with SCAQMD staff.

IMPORTANT LEGISLATIVE DATES

February 13, 2026: Deadline to fund the Department of Homeland Security.

September 30, 2025: The Farm Bill, an omnibus package of legislation that supports US agriculture and food industries, expired in 2023. The bill is reauthorized on a five-year cycle.

September 30, 2026: Deadline to fund the federal government for Fiscal Year 2027.

December 31, 2026: National Defense Authorization Act, which authorizes and funds Department of Defense (DoD) programs and sets the DoD's policy agenda each year.

ATTACHMENT 4C



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

To: South Coast AQMD Legislative Committee
From: Carmen Group
Date: February 19, 2026
Re: Federal Update – Executive Branch

Congress: On February 3rd, President Trump signed a \$1.2 trillion consolidated appropriations package after the House and Senate reached an agreement to fund 11 of the 12 regular annual spending bills through the end of the fiscal year (September 30, 2026). This deal averted a broader crisis by securing full-year funding for major sectors including Defense, Labor-HHS-Education, and Transportation. However, the approval intentionally excluded an FY 26 funding solution for the Department of Homeland Security (DHS), which was granted only a two-week extension. This temporary reprieve expired on February 13th. Despite continued negotiations between congressional democrats and the White House over immigration enforcement and ICE guardrails, the Department of Homeland Security is currently shutdown.

President Trump will deliver his State of the Union address on February 24th. This is his first State of the Union of his second term. The Administration will release its FY 27 budget request in March or April, missing the statutory deadline of the first Monday in February.

Environmental Protection Agency

EPA released a Request for Information to understand the availability of alternative fuels and associated technologies for its Clean School Bus program: In preparation of a new funding opportunity under the Clean School Bus Program, EPA is seeking public comments on the availability, market price, infrastructure needs and performance of alternative fuel school buses that operate entirely or in part on liquified natural gas (LNG), compressed natural gas (CNG), hydrogen, propane, or biofuels. Comments are due 45 days after publication of the RFI in the Federal Register (likely April 7, 2026).

EPA Finalizes Rescission of the Greenhouse Gas Endangerment Finding: On February 12, 2026, EPA finalized a rule rescinding the 2009 Endangerment Finding under the Clean Air Act. The Endangerment Finding previously provided the legal basis for regulating greenhouse gas emissions from mobile sources. As part of the action, EPA also rescinded associated greenhouse gas emission standards for light-, medium-, and heavy-duty vehicles.

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EPA Removes Certain Off-Cycle Vehicle Emissions Credits: In conjunction with the Endangerment Finding rescission, EPA eliminated specific off-cycle compliance credits previously available to vehicle manufacturers, including credits related to automatic start-stop technologies. This change affects emissions certification and compliance pathways for mobile source regulations.

Department of Transportation

Proposed Modification of the Waiver of Buy America Requirements for EV Chargers: In February, the Federal Highway Administration (FHWA) released the Administration's new proposal to raise the Buy America requirement for electric vehicle (EV) chargers from 55% to 100%. Under the proposed modification, all EV chargers will have to undergo final assembly in the United States, and the domestic content requirement for all components of an EV Charger that are purchased or installed with funds made available or administered by FHWA will be raised from 55 percent to up to 100 percent. FHWA is accepting comments on this proposed modification by March 16, 2026.

Department of Interior

Slip-on Tanker Pilot Program: The Department of the Interior today announced that up to \$20 million is available to strengthen local governments' wildfire response capacity. This funding can be used by local governments that provide emergency services to areas with a population of 50,000 or less to purchase slip-on tanker units, which allow them to quickly convert trucks, utility terrain vehicles and other vehicles to be operated as wildland fire engines. The applicants must serve communities with a moderate to high wildfire risk. Grants will range from \$10,000 to \$249,000 and applications must be received by March 23, 2026

Outreach: In February, Carmen Group continued to track the latest information on congressional funding, permitting reform, and transportation reauthorization. In addition, we spoke to EPA to inquire about the timing of the release of DERA funding.

ATTACHMENT 5A



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TO: South Coast AQMD
FROM: Anthony, Jason & Paul Gonsalves
SUBJECT: Legislative Update – February 2026
DATE: Thursday, February 19, 2026

In February, the California Legislature was primarily focused on early-session policy development and budget oversight following the release of Governor Gavin Newsom's January budget proposal. Legislative leaders began holding policy and fiscal hearings to evaluate the Administration's spending plan and budget committees also continued work tied to prior-year agreements, particularly around education funding, climate programs, and state workforce levels, setting the stage for negotiations leading into the May Budget Revision.

At the same time, lawmakers have until February 20, 2026, to introduce new policy measures for the 2026 session. We expect to see approximately 1,500 bills introduced this year and we will continue to monitor and report any bills of interest to the District.

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

\$200M ZEV Program Proposal

At the beginning of this month, Governor Newsom released his proposed new \$200M zero-emission vehicle (ZEV) incentive program to offset the cuts from the federal government. The program includes a dollar-for-dollar match from participating automakers, effectively doubling the investment, and will provide point-of-sale incentives to first-time ZEV buyers for both new and used vehicles.

The proposed budget trailer bill language calls on CARB to develop the program and requires CARB to do the following:

1. CARB must enter into grant agreements with light-duty passenger vehicle manufacturers to provide incentives to consumers for the purchase or lease of new or used, light-duty passenger electric vehicles.
2. CARB must set an incentive amount for new vehicles and a lower amount for used vehicles, with the incentive amounts being matched by participating manufacturers.

These incentives would apply to any new vehicles up to the price of \$80,000 for vans, SUVs, pickup trucks and up to \$55,000 for other vehicles, such as sedans. Used vehicles are capped at \$25,000.

This proposal will be negotiated between the Governor and Legislature and, if an agreement is reached, will be part of this year's upcoming budget. We will continue to keep the District apprised as the issue progresses.

Governor Appointments

On February 11, 2026, Paula Stigler Granados of San Diego was appointed to the California Air Resources Board. She currently serves as Associate Professor and Division Head of Environmental Health at San Diego State University's School of Public Health, where she has worked in multiple academic and research roles since 2009. Her prior experience includes faculty positions at Texas State University and the University of Texas Health Science Center School of Public Health, as well as environmental and tribal health roles with the Pala Band of Mission Indians and The San Diego Foundation. She also serves on the boards of the San Diego County Air Pollution Control District and the High Tech High Foundation. She holds a Ph.D. in Global Health from San Diego State University and the University of California, San Diego, a Master of Science in Public Health from San Diego State University, and a bachelor's degree from the University of Texas at Austin. The position requires Senate confirmation.

UK CLIMATE PARTNERSHIP

On February 16, 2026, Governor Newsom announced an expanded partnership between California and the United Kingdom aimed at accelerating climate action and sustainable development. During his visit, the Governor met with UK leaders to strengthen collaboration on climate policy, trade, and business opportunities. He also joined UK Secretary of State for Energy Security and Net Zero, Ed Miliband, to sign a new memorandum of understanding that deepens cooperation between the two governments and builds on their longstanding relationship.

The trip concluded with a visit to Octopus Energy, which announced plans to invest nearly \$1 billion in California-based clean technology, carbon removal, and nature-based projects. The investment reflects confidence in California's climate policies, regulatory certainty, and innovation ecosystem, particularly around Silicon Valley, and is intended to support continued growth in the clean energy economy while delivering economic benefits to both regions.

Prairie Song Reliability Project

On February 24, 2026, the California Energy Commission (CEC) will hold a public meeting to discuss the proposed Prairie Song Reliability Project, a large battery energy storage facility planned for the community of Acton in Los Angeles County. The meeting will allow the project developer to present details, CEC staff to explain the state's Opt-In Certification permitting process, and community members to learn how to participate and provide feedback. Attendees may join in person or remotely.

The project, proposed by Prairie Song Reliability Project, LLC, would include an 8-hour, 1,150-megawatt battery system capable of storing about 9,200 megawatt-hours of electricity, enough to power roughly 850,000 homes for eight hours, along with related infrastructure and a transmission connection to a nearby Southern California Edison substation. State officials say the project could improve grid reliability in the Los Angeles Basin and potentially delay the need for new transmission facilities. The application was deemed complete on January 30, 2026, beginning a 270-day environmental and certification review that includes public meetings, environmental analysis, and comment periods before a final CEC decision.

The proposal is being reviewed through the state's Opt-In Certification program, created under Gavin Newsom's initiative to accelerate clean energy development. If approved, the CEC certificate would generally replace other state and local permits, with the agency overseeing construction, operation, and eventual decommissioning under established conditions.

2026 LEGISLATIVE DEADLINES

Feb. 20 - Last day for bills to be introduced.

Apr. 24 - Last day for policy committees to hear and report to fiscal committees' fiscal bills introduced in their house.

May 1 - Last day for policy committees to hear and report to the Floor non-fiscal bills introduced in their house.

May 8 - Last day for policy committees to meet prior to June 1.

May 15 - 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 1.

May 26 – 29 - Floor Session only. No committees, other than conference or Rules committees, may meet for any purpose.

May 29 - Last day for each house to pass bills introduced in that house.

June 1 - Committee meetings may resume.

June 15 - Budget Bill must be passed by midnight.

June 25 - Last day for a legislative measure to qualify for the November 3 General Election ballot.

July 2 - Last day for policy committees to meet and report bills. Summer Recess begins upon adjournment of session, provided Budget Bill has passed.

Aug. 3 - Legislature reconvenes from Summer Recess.

Aug. 14 - Last day for fiscal committees to meet and report bills to the Floor.

Aug. 17 – 31 - Floor Session only. No committee, other than conference and Rules committees, may meet for any purpose.

Aug. 21 - Last day to amend on the Floor.

Aug. 31 - Last day for each house to pass bills. Final recess begins upon adjournment.

South Coast Air Quality Management District Legislative and Regulatory Update – February 2026

❖ Important Upcoming Dates

March 26, 2026 – Spring Recess Begins Upon Adjournment

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

- Provided ongoing updates as the Legislature reconvened.
- Followed up on bills from the 2025 legislative session, including SCAQMD sponsored legislation.

❖ AB 907 (Chen). Assemblymember Philip Chen introduced AB 907, sponsored legislation for South Coast AQMD dealing with the inequity of pay for air district board members appointed to serve on the California Air Resources Board.

The bill was referred to the Senate Environmental Quality Committee. The bill was made into a 2-year bill.

❖ LAO Updates Fiscal Outlook. On February 20th, the Legislative Analyst’s Office updated its fiscal outlook to be more aligned with the Department of Finance:

Near-Term Revenue Outlook Improved but Future Challenges Remain. Our updated forecast anticipates that revenues from the state’s three largest taxes (income, corporate, and sales) are likely to come in ahead of Governor’s Budget assumptions in the current year and about in line with assumptions in the budget year. This upgraded outlook is entirely attributable to higher expectations for income tax collections, which are being driven by enthusiasm around AI and the related stock market boom. As such, we continue to caution that these surging revenues likely are not sustainable. Our revenue outlook for 2027-28 and beyond remains similar to our November [Fiscal Outlook](#), continuing to reflect the high risk of a revenue reversal, as discussed below. Under these revenues, our Fiscal Outlook estimated that the state would face structural deficits of around \$35 billion annually starting in 2027-28. In a related [post](#), we offer guidance on budgeting decisions in light of our latest revenue forecast.

Full Update Here: <https://lao.ca.gov/LAOEconTax/Article/Detail/777>

ATTACHMENT 5C

South Coast AQMD, Legislative Committee Report

Buckley Government Affairs LLC

March 13, 2026

Legislative Session Update

February is typically a slower month compared to January. After the Legislature completed hearings on “two-year” bills in January, the focus in February shifted to the introduction of new bills for the upcoming legislative year. February 20th was the deadline to introduce new measures. As in prior years, hundreds of bills were introduced in the final days leading up to the deadline. However, with the new 35-bill limit over the two-year session, several legislators reached their cap days before the deadline. As a result, we expect to see a slight decrease in the overall number of bills moving forward this year.

Budget Update

On the budget front, the Legislature has been holding several hearings to review the Governor’s proposed budget. Lawmakers have also advanced several early action items, including expedited funding for transit, public health, and climate programs. The Senate and the Assembly sub-committees will continue holding hearings throughout March and April on the Governor’s budget before beginning to craft their own proposals around the May Revise.

In promising news for the budget, January General Fund agency cash receipts were \$3.4 billion, or 14.2 percent, above the Governor’s Budget forecast for the month and \$6.9 billion, or 5.4 percent, above the fiscal year-to-date forecast. The year-to-date overage was driven primarily by higher estimated payments and lower refunds for the personal income tax, contributing \$4.9 billion cumulatively, as well as higher Pass-Through Entity Elective Tax (PTET) payments and lower refunds for the corporation tax, contributing \$2.2 billion.

For December and January state income tax collections ended far above levels projected in the Department of Finance’s recently updated budget forecast. These are major months for end-of-year payments by corporations and high-income individuals. Preliminary tax agency data shows

that income taxes as of January 31st were \$6.2 billion (6.0%) above 2025-26 year-to-date projections in the recent Administration forecast.

Based on recent data, it seems possible that tax collections in 2026 could exceed the Governor's recent forecast by tens of billions of dollars. Recent gains relative to the forecast were led by end-of-year quarterly personal income tax payments, which were \$3.9 billion (20.7%) above forecast. Corporation tax receipts were \$1.1 billion (4.6%) above forecast. Personal income tax refunds were \$1.0 billion (14.2%) below forecasts.

Appointments Update

Mayor Lock Dawson appeared before the Senate Rules Committee on February 11th for a confirmation hearing regarding her appointment to the California Air Resources Board. The Mayor received unanimous bipartisan support from the Committee, and the appointment confirmation was subsequently approved by the full Senate on February 19th.