

Sign Bill Granting Admissions Preferences ...

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The bill intends to single out a “legacy of exclusion” in education, Bryan said. The supporters of the AB 7 took their message to Newsom’s office at

the State Capitol Swing Space Annex. “Seeing 150 people go over to the governor’s office is powerful,” Bryan told CBM. “There have been people involved all year, all across the state, and across the country. There is no reason why (Newsom) shouldn’t sign it. I’m hopeful.”

Newsom, Legislators Reach Cap and Trade Deal; Republicans Slam Proposal



iStock.

By Bo Tefu
California Black Media

Gov. Gavin Newsom announced last week that state leaders had reached a deal to extend California’s landmark cap-and-trade program, a centerpiece of the state’s climate policy that requires businesses to pay for the greenhouse gases they emit.

“After months of hard work with the Legislature, we have agreed to historic reforms that will save money on your electric bills, stabilize gas supply, and slash toxic air pollution — all while fast-tracking California’s transition to a clean, green job-creating economy,” said Newsom in a statement released Sept. 10.

Assemblymember Greg Wallis (R-Bermuda Dunes) criticized the Legislature’s last-minute cap-and-trade deal reached last week, arguing that the process excluded public input and ignored pressing community concerns.

In a statement, Wallis argued that California lawmakers rushed through a multi-billion-dollar agreement that locks in spending priorities until 2045 without addressing refinery pollution, air quality in frontline communities, or affordability challenges. “Good policy isn’t made in secret,” Wallis said. “Californians

deserve public input on decisions that will shape our state for decades — we are at our best when we work together, not in silos.”

Wallis faulted legislative leaders for moving the measure without hearings or opportunities for residents to weigh in. He said the deal prioritized “political projects — not working families.” A bipartisan group of legislators, he added, offered amendments to address affordability and environmental concerns, but those proposals were ignored.

The cap-and-trade system, launched in 2013, is California’s primary tool to reduce greenhouse gas emissions by requiring polluters to purchase allowances for the carbon they emit. Critics of the new deal argue it extends the program’s structure without adequately strengthening pollution safeguards in disadvantaged communities. Supporters say the agreement preserves stability in California’s climate policy and ensures continued funding for clean-energy investments.

The deal is expected to reach Newsom’s desk, where it will likely receive his signature. Newsom has championed cap-and-trade as part of California’s broader strategy to cut emissions 40% below 1990 levels by 2030.

Your EV Will No Longer Give You the Privilege to Drive in HOV Lanes

By Bo Tefu
California Black Media

California drivers with Clean Air Vehicle decals will lose their ability to drive solo in carpool lanes starting Oct. 1, as the federal government did not extend funding for the program, officials announced.

The program, which has encouraged adoption of clean and zero-emission vehicles for more than two decades, currently benefits roughly 500,000 drivers in the state.

The decals also provided access to reduced toll rates in some areas, a perk that will end with the program. “Californians are committed to lowering their carbon footprint and these decals helped drivers be good stewards of our highways and environment,” said Steve Gordon, director of the California Department of Motor Vehicles in a statement. “By taking away this program, hundreds of thousands of California’s drivers will pay the price. It’s a lose-lose and we urge the federal government to retain this program.”

The carpool lane benefit was originally designed to incentivize electric and low-emission vehicle purchases. More than a million motorists have applied for the decal since its inception, and California is one of 13 states that of-

fered the perk. Vehicles that qualified included fuel-cell electric, natural gas, or plug-in electric models.

Gov. Gavin Newsom blamed congressional Republicans and President Donald Trump for the program’s expiration, calling it a “traffic jam” that threatens environmental progress and commuting efficiency. “That’s Trump’s America: more traffic, more smog and a government more committed to slashing proven programs than solving real problems,” Newsom said in a statement.

Last year, Newsom signed a state bill extending the program through 2027, but federal approval is required to continue the benefits. The program ends simultaneously with the \$7,500 federal tax credit for new electric vehicles, further reducing incentives for EV buyers.

California Energy Commission data shows that 25% of new cars sold in the state are zero-emission vehicles, reflecting growing consumer interest despite program cuts. Drivers may continue using carpool lanes only if they meet the multiple-occupant requirement. California law provides a 60-day grace period after the program ends before citations are issued for decal misuse.

The Black Vote ...

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can American community, which largely votes democratic, has not been included in the early stages of this campaign on either side.

We should take a close look at how we are being viewed in this process which will affect our future as much as anyone else in this state. Could it be that some think we might not understand the process and therefore will not vote anyway, or could it be that the opposition assumes that all or at least most Black people will vote democratic while the Democrats assume that the Black vote is in the bag and therefore, not bother to campaign for our support?

This might be a good time to remind everyone of the Supreme Court Decision in Reynolds v. Sims (1964), which requires states to use the total population of a state in drawing congressional districts rather than voting eligible populations. This doctrine ensures that each person’s vote carries the same weight and that none are more important than others. It appears that politics, polling, and dollars are deciding that not all votes are of equal importance by how campaign dollars are being spent.

There exists a Constitutional requirement of inclusion in this political process. The Black Press is still the most trusted messenger for our communities. We are

committed to the people we serve and have served for 198 years. We are a part of due process under the California State Constitution and therefore all efforts to reach our communities should and must include us.

We can read and we understand the political process, having been victims of it for more than 100 years. It should be remembered that we not only reach our communities, but we touch those we reach.

To you, our readers, you should measure, in part, the sincerity of those seeking your support by whether or not you have seen their message in our Black newspapers. How can one say they support and need our vote, but ignore our Black press while they spend all their dollars with White media?

Our communities, our voice, our votes, and our press must be as important at the beginning of every campaign as anyone else’s. You, the reader, validate us just as we validate you every week with our coverage.

Remember, every election can be won with just one vote. Will we be the ones to make the difference?

About the Author

Dr. John E. Warren is the Publisher of the San Diego Voice & Viewpoint newspaper. He is also the Chairman of the Board, National Newspaper Publishers Association (NNPA).

Mayor Bass Endorses Former L.A. Mayor Villaraigosa for California Governor



Former Los Angeles Mayor Antonio Villaraigosa. File photo.

By Bo Tefu
California Black Media

Los Angeles Mayor Karen Bass, on Sept. 9, endorsed former Los Angeles Mayor Antonio Villaraigosa for California governor, highlighting his ability to unite communities and address the state’s most pressing challenges.

Bass cited Villaraigosa’s experience and coalition-building skills as key reasons for her support. “That’s why I’m supporting Antonio for governor — a leader who can unite our state with our shared values and ensure that basics like high-quality schools, safe neighborhoods, affordable homes, and good-paying job opportunities are available and accessible for all Californians,” she said.

Villaraigosa, who served as mayor from 2005 to 2013 and was previously Assembly Speaker, described Bass’ endorsement as a boost to his 2026 campaign. He emphasized his focus on affordability and economic opportunity statewide. “Our children can’t buy a home without our help. I’m focused on affordability,” Villaraigosa said in an interview on Sept. 9.

The two leaders share a long political history, with Villaraigosa having endorsed Bass in her successful 2022 mayoral campaign. Bass’ endorsement signals strong support from Los Angeles’ political class and could give Villaraigosa early momentum as the gubernatorial race heats up.

Several other Democrats are running for governor in 2026, in-

cluding former California Assembly Speaker and Senate Pro Tem Toni Atkins; former United States Secretary of Health and Human Services and former California Attorney Gen. Xavier Becerra; former U.S. Rep. Katie Porter; California State Superintendent of Public Instruction Tony Thurmond; and former California State Controller Betty Yee. Republicans Steve Hilton, a businessman and TV Show host, and Riverside County Sheriff Chad Bianco are also in the race.

Lt. Gov. Eleni Kounalakis has dropped out to run for state treasurer.



Asm. Sharp-Collins’s Assembly Bill 766 requires state agencies and departments to integrate racial equity and inclusive practices into their strategic plans. It advances to Gov. Gavin Newsom’s desk for signature or veto. CBM photo by Antonio Ray Harvey.

Legislature Approves Five Black Caucus Reparations Bills, Sending Them to Newsom

By Antonio Ray Harvey
California Black Media

Assembly Bill (AB) 62, authored by Assemblymember Tina McKinnor (Inglewood), passed in the Assembly with a 66-4 vote on Sept. 9. It now advances to Gov. Gavin Newsom’s desk for a signature or veto by Oct. 12.

The measure -- part of the California Legislative Black Caucus (CLBC) multi-year “Road to Repair” legislative package -- is a reparations bill aimed at providing restitution for victims of racially motivated eminent domain and their descendants.

“I feel so hopeful that the governor will sign it,” McKinnor told California Black Media (CBM) on Sept. 11 at the State Capitol. “Actually, it will help the descendants of chattel slavery at the top, but it helps every Californian whose home or property was taken through eminent domain.”

McKinnor’s bill defines “racially motivated eminent domain” as the acquisition of private property by a state or local government for public use without just compensation, motivated by the owner’s race or ethnicity.

According to AB 62’s language, the California Civil Rights Department, upon appropriation by the Legislature, will be directed to review, investigate, and make certain determinations regarding applications from persons who claim they are the dispossessed owners.

Republican Assemblymembers Carl DeMaio, Stan Ellis, Alexandra Macedo, and Heather Hardwick voted no on AB 62. A day before its final Assembly floor vote, the bill passed 30-7 in the Senate.

AB 62 builds on the momentum of California’s decision to return Bruce’s Beach in Los Angeles County to its original owners.

“People must understand, most of the time when homes were tak-

en by eminent domain, it was the poor people’s homes — Black and Brown,” McKinnor said.

In February, the CLBC introduced its multi-year Road to Repair legislative package based on recommendations included in the state’s 2023 reparations task force report. Several other reparative justice bills by CLBC members are on their way to Newsom’s desk, including the following.

On Sept. 11, AB 766, legislation authored by Assemblymember LaShae Sharp-Collins (D-San Diego), passed out of the Assembly with a 48-14 vote. It mandates state agencies to perform a “racial equity analysis” on new regulations and budget requests.

AB 742, authored by Assemblymember Sade Elhawary (D-Los Angeles), passed 59-16 out of the Assembly on Sept. 10. It requires state licensing boards to expedite applications for individuals who are certified as descendants of American slaves.

Last week, the Senate concurred with Assembly amendments to Senate Bill (SB) 437, authored by chair of the CLBC Sen. Akilah Weber Pierson (D-San Diego), with a 29-10 vote.

The bill’s purpose is to direct the California State University (CSU) to research and develop methods for verifying an individual’s status as a descendant of a person who was enslaved in the United States. SB 437 would authorize the use of up to \$6 million to enable the CSU to conduct the research.

Weber Pierson’s SB 518 also advances to the governor’s desk after receiving a 30-10 vote in the Senate on Sept. 10. The bill establishes the Bureau of Descendants of American Slavery within the California Department of Justice.

SB 437 and SB 518 are “one step closer to the Governor’s desk and to becoming California law,” Weber Pierson stated.

NOTICE AND DIGEST

AN EMERGENCY ORDINANCE (1) REPEALING THE OAKLAND AMENDMENTS TO THE 2022 EDITION OF THE CALIFORNIA MODEL BUILDING CONSTRUCTION CODES, (2) ADOPTING LOCAL AMENDMENTS TO THE 2025 EDITION OF THE CALIFORNIA MODEL BUILDING CONSTRUCTION CODES, (3) AMENDING OAKLAND MUNICIPAL CODE (“O.M.C.”) CHAPTER 15.04 TO COMPLY WITH CHANGES TO STATE LAW, AND (4) ADOPTING CALIFORNIA ENVIRONMENTAL QUALITY ACT EXEMPTION FINDINGS

This Ordinance serves to repeal the Oakland Amendments to the 2022 Edition of the California Building Standards Code, while also adopting local amendments the 2025 Edition of the California Building Standards Code, and amending Oakland Municipal Code Chapter 15.04 to comply with changes in State law. The Council also found that the above actions are exempt from the California Environmental Quality Act (“CEQA”).

Notice of Publication

This Emergency Ordinance was introduced and adopted at the Special City Council meeting, Monday morning, **September 15, 2025**, and passed to print **8 Ayes**. Final adoption occurred at the Special City Council meeting Monday morning **September 15, 2025**, at One Frank H. Ogawa Plaza, Council Chamber, 3rd floor, Oakland, California and via Teleconference.

Three full copies are available for use and examination by the public in the Office of the City Clerk at One Frank H. Ogawa Plaza, 1st floor, Oakland, California.

ASHA REED, City Clerk

Publication Date: **Friday, September 19, 2025.**