



# Bay Area Air District

BOARD OF DIRECTORS  
POLICY, GRANTS, AND TECHNOLOGY COMMITTEE  
March 19, 2025

COMMITTEE MEMBERS

VICKI VEENKER – CHAIR  
MARGARET ABE-KOGA  
JOELLE GALLAGHER  
OTTO LEE  
RICO MEDINA  
LENA TAM

JUAN GONZÁLEZ III – VICE-CHAIR  
KEN CARLSON  
DAVID HAUBERT  
SERGIO LOPEZ  
RAY MUELLER

MEETING LOCATION(S) FOR IN-PERSON ATTENDANCE BY  
COMMITTEE MEMBERS AND MEMBERS OF THE PUBLIC

Bay Area Metro Center  
1st Floor Board Room  
375 Beale Street  
San Francisco, CA 94105

Office of Contra Costa County  
Supervisor Ken Carlson  
2255 Contra Costa Blvd., Suite 202  
Pleasant Hill, CA 94523

Alameda County Board of Supervisors  
District 3  
Office of Supervisor Lena Tam  
101 Callan Avenue, Suite #103  
San Leandro, CA 94577

Office of Santa Clara County  
Supervisor Otto Lee  
70 W Hedding Street  
East Wing, 10th Floor  
San Jose, CA 95110

Napa County Administration Building  
1195 Third Street, Suite 310  
Crystal Conference Room  
Napa, CA 94559

San Mateo County 3rd District Office  
270 Capistrano Road, Suite 6  
Half Moon Bay, CA 94019

THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED

These streaming options are provided for convenience only. In the event that streaming connections malfunction for any reason, the Policy, Grants, and Technology Committee reserves the right to conduct the meeting without remote webcast and/or Zoom access.

The public may observe this meeting through the webcast by clicking the link available on the air district's agenda webpage at [www.baaqmd.gov/bodagendas](http://www.baaqmd.gov/bodagendas).

Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/85448094766>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is:  
854 4809 4766

Public Comment on Agenda Items: The public may comment on each item on the agenda as the item is taken up. Members of the public who wish to speak on a matter on the agenda will have two minutes each to address the Committee on that agenda item, unless a different time limit is established by the Chair. No speaker who has already spoken on an item will be entitled to speak to that item again.

The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is *per se* disruptive to a meeting and will not be tolerated.

# POLICY, GRANTS, AND TECHNOLOGY COMMITTEE MEETING AGENDA

WEDNESDAY, MARCH 19, 2025

10:00 AM

Chairperson, Vicki Veenker

1. Call to Order - Roll Call

*The Committee Chair shall call the meeting to order and the Clerk of the Boards shall take roll of the Committee members.*

2. Pledge of Allegiance

CONSENT CALENDAR (Item 3)

*The Consent Calendar consists of routine items that may be approved together as a group by one action of the Committee. Any Committee member or member of the public may request that an item be removed and considered separately.*

3. Approval of the Draft Minutes of the Policy, Grants, and Technology Special Committee Meeting of February 26, 2025

*The Committee will consider approving the draft minutes of the Policy, Grants, and Technology Special Committee Meeting of February 26, 2025.*

ACTION ITEM(S)

4. State Legislative Update

*The Committee will discuss and consider recommending to the Board of Directors that the Board adopt positions on pending state legislative bills where appropriate, including, but not limited to, Assembly Bill (AB) 339 (Ortega), AB 1226 (Essayli), AB 1368 (Wallis), and Senate Bill (SB) 712 (Grove). In addition, the Committee will discuss updates on state legislation, including Air District-Co-Sponsored bills, and other bills of interest. This item will be presented by Alan Abbs, Legislative Officer.*

*Staff recommend the following positions on current State legislation:*

- *Oppose AB 339 (Ortega) – Local public employee organizations: notice requirements*
- *Oppose AB 1226 (Essayli) – Air quality: wildland vegetation management burning: permits: exemption*
- *Oppose AB 1368 (Wallis) – Smog check: exemption*
- *Oppose SB 712 (Grove) – Smog check: exemption*

## **INFORMATIONAL ITEM(S)**

### 5. Update on Interstate 580 Truck Access Study

*The Committee will consider and discuss an update on the upcoming Interstate 580 Truck Access Study: Community, Equity, Traffic, Environment, led by Caltrans District 4 in partnership with the Air District and the City of Oakland. This item will be presented by Cameron Oakes, Deputy District Director of Caltrans District 4 and Song Bai, Assessment, Inventory, and Modeling Division Director of the Air District.*

### 6. Update on the Bay Area Regional Climate Action Plan Initiative

*The Committee will consider and discuss an update on the Bay Area Regional Climate Action Plan Initiative. The Air District received a \$1 million grant from the United States Environmental Protection Agency to lead a multi-agency effort to produce a regional climate action plan. This item will be presented by Monte DiPalma, Senior Air Quality Engineer, Planning and Climate Protection Division.*

### 7. Overview of Air District's Heavy-Duty Equipment Grant Programs and Summary of Results for Calendar Year 2024

*The Committee will discuss the 2024 Annual Report of the Air District's Heavy-Duty Equipment Grant programs, including key results and highlights. This item will be presented by Alona Davis, Manager, and Adriana Kolev, Senior Staff Specialist, in the Strategic Incentives Division.*

### 8. Status of the California Air Resources Board Clean Air Act Waiver Requests

*The Committee will discuss the status of the California Air Resources Board Clean Air Act waiver requests to the United States Environmental Protection Agency and federal legislative activity subject to the Congressional Review Act. This item will be presented by Alan Abbs, Legislative Officer.*

## OTHER BUSINESS

### 9. Public Comment on Non-Agenda Matters

*Pursuant to Government Code Section 54954.3, members of the public who wish to speak on matters not on the agenda will be given an opportunity to address the Committee. Members of the public will have two minutes each to address the Committee, unless a different time limit is established by the Chair. The Committee welcomes comments, including criticism, about the policies, procedures, programs, or services of the District, or of the acts or omissions of the Committee. Speakers shall not use threatening, profane, or abusive language which disrupts, disturbs, or otherwise impedes the orderly conduct of a Committee meeting. The District is committed to maintaining a workplace free of unlawful harassment and is mindful that District staff regularly attend Committee meetings. Discriminatory statements or conduct that would potentially violate the Fair Employment and Housing Act – i.e., statements or conduct that is hostile, intimidating, oppressive, or abusive – is per se disruptive to a meeting and will not be tolerated.*

### 10. Committee Member Comments

*Any member of the Committee, or its staff, on his or her own initiative or in response to questions posed by the public, may: ask a question for clarification, make a brief announcement or report on his or her own activities, provide a reference to staff regarding factual information, request staff to report back at a subsequent meeting concerning any matter or take action to direct staff to place a matter of business on a future agenda. (Gov't Code § 54954.2)*

### 11. Time and Place of Next Meeting

*Wednesday, April 16, 2025, at 10:00 a.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Policy, Grants, and Technology Committee members and members of the public will be able to either join in-person or via webcast.*

### 12. Adjournment

*The Committee meeting shall be adjourned by the Chair.*

**CONTACT:**

**MANAGER, EXECUTIVE OPERATIONS**  
375 BEALE STREET, SAN FRANCISCO, CA 94105  
[vjohnson@baaqmd.gov](mailto:vjohnson@baaqmd.gov)

(415) 749-4941  
FAX: (415) 928-8560  
BAAQMD homepage:  
[www.baaqmd.gov](http://www.baaqmd.gov)

- Any writing relating to an open session item on this Agenda that is distributed to all, or a majority of all, members of the body to which this Agenda relates shall be made available at the Air District's offices at 375 Beale Street, Suite 600, San Francisco, CA 94105, at the time such writing is made available to all, or a majority of all, members of that body.

**Accessibility and Non-Discrimination Policy**

The Bay Area Air District (Air District) does not discriminate on the basis of race, national origin, ethnic group identification, ancestry, religion, age, sex, sexual orientation, gender identity, gender expression, color, genetic information, medical condition, or mental or physical disability, or any other attribute or belief protected by law.

It is the Air District's policy to provide fair and equal access to the benefits of a program or activity administered by Air District. The Air District will not tolerate discrimination against any person(s) seeking to participate in, or receive the benefits of, any program or activity offered or conducted by the Air District. Members of the public who believe they or others were unlawfully denied full and equal access to an Air District program or activity may file a discrimination complaint under this policy. This non-discrimination policy also applies to other people or entities affiliated with Air District, including contractors or grantees that the Air District utilizes to provide benefits and services to members of the public.

Auxiliary aids and services including, for example, qualified interpreters and/or listening devices, to individuals who are deaf or hard of hearing, and to other individuals as necessary to ensure effective communication or an equal opportunity to participate fully in the benefits, activities, programs and services will be provided by the Air District in a timely manner and in such a way as to protect the privacy and independence of the individual. Please contact the Non-Discrimination Coordinator identified below at least three days in advance of a meeting so that arrangements can be made accordingly.

If you believe discrimination has occurred with respect to an Air District program or activity, you may contact the Non-Discrimination Coordinator identified below or visit our website at [www.baaqmd.gov/accessibility](http://www.baaqmd.gov/accessibility) to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Acting Non-Discrimination Coordinator, Diana Ruiz, at (415) 749-8840 or by email at [druiz@baaqmd.gov](mailto:druiz@baaqmd.gov).

**BAY AREA AIR DISTRICT  
375 BEALE STREET, SAN FRANCISCO, CA 94105  
FOR QUESTIONS PLEASE CALL (415) 749-4941**

**EXECUTIVE OFFICE:  
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS**

**MARCH 2025**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Policy, Grants, and Technology Committee	Wednesday	19	10:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	19	1:00 p.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Community Advisory Council Meeting	Thursday	20	6:00 p.m.	California State University, East Bay Oakland Professional Development & Conference Center Trans Pacific Center 1000 Broadway, Grand Lake Room, Suite 109 Oakland, CA 94607

**APRIL 2025**

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Meeting	Wednesday	2	10:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Stationary Source Committee	Wednesday	9	10:00 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Community Equity, Health, and Justice Committee	Wednesday	9	1:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Policy, Grants, and Technology Committee	Wednesday	16	10:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	16	1:00 p.m.	1 <sup>st</sup> Floor Board Room

MV 3/12/25 – 3:06 p.m.

G/Board/Executive Office/Moncal

**BAY AREA AIR DISTRICT**  
Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 19, 2025

Re: Approval of the Draft Minutes of the Policy, Grants, and Technology  
Special Committee Meeting of February 26, 2025

RECOMMENDED ACTION

Approve the attached draft minutes of the Policy, Grants, and Technology Special Committee Meeting of February 26, 2025.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the draft minutes of the Policy, Grants, and Technology Special Committee Meeting of February 26, 2025.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Marcy Hiratzka  
Reviewed by: Vanessa Johnson



ATTACHMENT(S):

1. Draft Minutes of the Policy, Grants, and Technology Special Committee Meeting of February 26, 2025

Bay Area Air Quality Management District  
375 Beale Street, Suite 600  
San Francisco, CA 94105  
(415) 749-5073

Policy, Grants, and Technology Special Committee Meeting  
Wednesday, February 26, 2025

## **DRAFT MINUTES**

*This meeting was webcast, and a video recording is available on the website of the Bay Area Air Quality Management District at [www.baaqmd.gov/bodagendas](http://www.baaqmd.gov/bodagendas)*

### **CALL TO ORDER**

1. **Opening Comments:** Policy, Grants, and Technology Committee (Committee) Chairperson, Vicki Veenker, called the meeting to order at 10:05 a.m. Chair Veenker announced that since the meeting agenda was published, Director Ray Mueller was added to the Committee.

#### **Roll Call:**

Present, In-Person (Bay Area Metro Center (375 Beale Street, Yerba Buena Room, San Francisco, California, 94105): Committee Chairperson Vicki Veenker; and Director Ken Carlson.

Present, In-Person Satellite Location (Alameda County Board of Supervisors District 3, Office of Supervisor Lena Tam, 101 Callan Avenue, Suite #103, San Leandro, CA 94577): Director Lena Tam.

Present, In-Person Satellite Location (City of San Leandro City Hall, 835 E. 14th Street, 2nd Floor, Room 201, San Leandro, CA 94577): Director Juan González III.

Present, In-Person Satellite Location (Office of Alameda County Supervisor David Haubert, Heritage House, 4501 Pleasanton Avenue, Pleasanton, CA 94566): Director David Haubert.

Present, In-Person Satellite Location (Office of Santa Clara County Supervisor Otto Lee, 70 W Hedding Street, East Wing, 10th Floor, San Jose, CA 95110): Directors Otto Lee and Ray Mueller.

Absent: Directors Margaret Abe-Koga, Joelle Gallagher, and Sergio Lopez.

2. **PLEDGE OF ALLEGIANCE**

### **CONSENT CALENDAR**

#### **3. APPROVAL OF THE DRAFT MINUTES OF THE POLICY, GRANTS, AND TECHNOLOGY COMMITTEE MEETING OF DECEMBER 18, 2024**

##### Public Comments

No requests received.

##### Committee Comments

None.

##### Committee Action

Director Carlson made a motion, seconded by Director Tam, to **approve** the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of December 18, 2024; and the motion **carried** by the following vote of the Committee:

AYES:	Carlson, González, Haubert, Lee, Mueller, Tam, Veenker.
NOES:	None.
ABSTAIN:	None.
ABSENT:	Abe-Koga, Gallagher, Lopez.

### **ACTION ITEMS**

#### **4. FEDERAL AND STATE LEGISLATIVE UPDATES (OUT OF ORDER, ITEM 5)**

Alan Abbs, Legislative Officer, gave the staff presentation *Federal and State Legislative Updates*, including: action requested; outline; Part I: Federal Updates and Pending Legislation: recent federal updates; pending legislation – Cleaner Air Spaces Act; Part II: State Legislation: state legislation overview; Assembly Bill (AB) 14 Hart; Senate Bill (SB) 282 (Wiener); AB 907 (Chen); AB 222 (Bauer-Kahan); AB 339 (Ortega); AB 546 (Caloza); SB 30 (Cortese); SB 34 (Richardson); Part III: State Budget: state budget update; recap: action requested.

##### Public Comments

Public comments were given by LaDonna Williams, All Positives Possible.

##### Committee Comments

In addition to Cap and Trade program reauthorization, the Committee and staff discussed the following:

Regarding AB 546 (Caloza) - Health care coverage: portable high-efficiency particulate air (HEPA) purifiers and filters: whether any pregnant person would receive coverage for portable HEPA purifiers and filters, even if they do not have asthma or chronic obstructive pulmonary disease; and concern about supporting a bill that touches on insurance plans and premiums.

Regarding January 20, 2025 Executive Order "Unleashing American Energy": concern about how the pausing of the disbursement of Inflation Reduction Act (IRA) funds would affect electrification efforts.

Regarding AB 222 (Bauer-Kahan) - Data centers: energy usage reporting and modeling: the total energy used to develop a covered model; and to whom reports are to be submitted; and potential interest a position of support for this bill.

Regarding SB 34 (Richardson) - Ports: emissions: intermodal goods movement stakeholder group: why the Air District would adopt a position of neutral instead of oppose.

### Committee Action

Director González made a motion, seconded by Director Tam, to recommend that the Board **adopt** the following positions on current legislation:

Federal Legislation introduced in the United States House of Representatives (H.R.) or United States Senate (S.):

1. Support H.R.566 (Peters, Scott H. [D-CA-50]) – Cleaner Air Spaces Act
2. Support S.147 (Bennet, Michael F. [D-CO]) – Cleaner Air Spaces Act

State Legislation introduced in the California State Senate (SB) or California State Assembly (AB):

1. Support AB 546 (Caloza) – Health care coverage: portable HEPA purifiers and filters.

The motion **carried** by the following vote of the Committee:

AYES: Carlson, González, Haubert, Lee, Tam, Veenker.  
NOES: None.  
ABSTAIN: None.  
ABSENT: Abe-Koga, Gallagher, Lopez, Mueller.

### 5. **REPORT ON TRANSPORTATION FUND FOR CLEAN AIR (TFCA) PROJECTS EXPENDITURES AND EFFECTIVENESS FOR FISCAL YEAR ENDING (FYE) 2024 AND AUTHORIZATION OF COST-EFFECTIVENESS LIMITS FOR AIR DISTRICT-SPONSORED PROGRAMS COMMENCING FYE 2026 (ITEM 4)**

Linda Hui, Supervising Staff Specialist, gave the staff presentation *Report on Transportation Fund for Clean Air (TFCA) Projects Expenditures and Effectiveness for Fiscal Year Ending 2024*, including: action item; outline; TFCA; summary of project and program results FYE 2024 TFCA expenditures; TFCA Regional Fund expenditures by project category; effectiveness and emissions reductions; key report findings for Board effectiveness determination; cost effectiveness for Air District-sponsored programs; next steps; and recommendation.

### Public Comments

No requests received.

Committee Comments

The Committee and staff discussed whether the Air District’s current focus is on reducing Particulate Matter (PM)<sub>2.5</sub> or PM<sub>10</sub>; whether there are any changes between the proposed cost-effectiveness limit for the Air District-sponsored programs commencing FYE 2026 and the limits from FYE 2025; whether the Air District is focused on the emissions reductions of reactive organic gas, nitrogen oxides, and PM equally, versus one of these criteria pollutants in particular; the number of TFCA projects that did not exceed the cost-effective threshold from FYE 2024; and potential impacts to Air District funding for projects that reduce pollutants and greenhouse gases from mobile sources, due to federal funding cuts.

Committee Action

Director Carlson made a motion, seconded by Director Lee, to recommend the Board **adopt** a determination that the Fiscal Year Ending 2024 Transportation Fund for Clean Air 60% Fund expenditures were effective in improving air quality, based on Staff’s report and presentation, and **authorize** the proposed cost-effectiveness limit for the Air District-sponsored programs commencing FYE 2026; and the motion **carried** by the following vote of the Committee:

- AYES: Carlson, González, Haubert, Lee, Tam, Veenker.
- NOES: None.
- ABSTAIN: None.
- ABSENT: Abe-Koga, Gallagher, Lopez, Mueller.

**OTHER BUSINESS**

**6. PUBLIC COMMENT ON NON-AGENDA MATTERS**

No requests received.

**7. COMMITTEE MEMBER COMMENTS**

None.

**8. TIME AND PLACE OF NEXT MEETING**

Wednesday, March 19, 2025, at 10:00 a.m. at 375 Beale Street, San Francisco, CA 94105. The meeting will be in-person for the Policy, Grants, and Technology Committee members and members of the public will be able to either join in-person or via webcast.

**9. ADJOURNMENT**

The meeting was adjourned at 11:21 a.m.

Marcy Hiratzka  
Clerk of the Boards

**BAY AREA AIR DISTRICT**  
Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 19, 2025

Re: State Legislative Update

RECOMMENDED ACTION

Recommend to the Board of Directors that the Board adopt the following positions on current State Legislation introduced in the California State Assembly (AB) or California State Senate (SB):

1. Oppose AB 339 (Ortega) – Local public employee organizations: notice requirements
2. Oppose AB 1226 (Essayli) – Air quality: wildland vegetation management burning: permits: exemption
3. Oppose AB 1368 (Wallis) – Smog check: exemption
4. Oppose SB 712 (Grove) – Smog check: exemption

BACKGROUND

The first year of the two-year 2025-26 State Legislative Session began on December 2, 2024. The Legislature reconvened on January 6, 2025, and the last day for the introduction of bills was February 21, 2025. Bills can be heard in committee 31 days after being introduced, with mid-March as the start of committee bill hearings.

DISCUSSION

Air District staff will provide a brief summary and status of bills and recommend bills to support, oppose and work with the author during the session. These bills include, but are not limited to the following:

**Air District Co-Sponsored Bills:**

*AB 14 (Hart) – Coastal resources: Protecting Blue Whales and Blue Skies Program.*  
CapitolTrack Summary: Current law establishes the Ocean Protection Council in state government to, among other things, establish policies to coordinate the

collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Current law requires the council to develop and implement a voluntary sustainable seafood promotion program for the state, to consist of specified components, including a competitive grant and loan program for eligible entities, including, but not limited to, fishery groups and associations, for the purpose of assisting California fisheries in qualifying for certification to internationally accepted standards for sustainable seafood. This bill would, subject to the availability of funding, require the council to participate as a stakeholder, and in an advisory capacity, to the Protecting Blue Whales and Blue Skies Program with air pollution control districts and air quality management districts along the coast and other stakeholders to support, in an advisory capacity, coastal air districts in their efforts to implement a statewide voluntary vessel speed reduction and sustainable shipping program for the California coast in order to reduce air pollution, the risk of fatal vessel strikes on whales, and harmful underwater acoustic impacts. The bill would authorize the expansion of the existing Protecting Blue Whales and Blue Skies Program to include specified components, including incentives to program participants based on a percentage of distance traveled by a participating vessel at a reduced speed, as provided. (Based on 12/02/2024 text)

Status: AB 14 was introduced on December 2, 2024, and has been double-referred to the Assembly Water, Parks, and Wildlife Committee and the Assembly Natural Resources Committee – hearing dates pending.

Position: Co-Sponsor (approved by the Board on February 5, 2025)

*SB 282 (Wiener) - Heat Pump Access Act*

CapitolTrack Summary: Current law establishes the State Energy Resources Conservation and Development Commission and prescribes the authorities, duties, and responsibilities of the commission pertaining to energy matters. Current law requires the commission, on or before January 1, 2019, in consultation with the Contractors State License Board, local building officials, and other stakeholders, to approve a plan that promotes compliance with specified regulations relating to building energy efficiency standards in the installation of central air conditioning and heat pumps, as specified. Current law authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air conditioning and heat pumps, and associated sales and installations, consistent with the above-described plan. This bill would require the commission, on or before January 1, 2027, to establish a statewide certification program for licensed contractors of residential heat pump water heaters and heat pump heating, ventilation, and air conditioning (HVAC) systems to obtain a heat pump installation certification, and would require the commission to create a state training program, as described, on residential heat pump water heaters and heat pump HVAC systems for purposes of the certification program, as specified. The bill would authorize a licensed contractor to obtain a heat pump installation certification through the above-described program by completing specified tasks, including completion of the state

training program described above. (Based on 02/05/2025 text)

Status: SB 282 was introduced on February 5, 2025, and has been double-referred to the Senate Energy, Utilities, and Communications Committee and the Senate Local Government Committee – hearing dates pending.

Position: Co-Sponsor (approved by the Board on February 5, 2025)

#### **Air District Board-Approved Position Bills:**

*AB 546 (Caloza) – Health care coverage: portable -HEPA purifiers and filters.*

CapitolTrack Summary: Current law provides for the regulation of health insurers by the Department of Insurance. Current law sets forth specified coverage requirements for plan contracts and insurance policies, and limits the copayment, coinsurance, deductible, and other cost sharing that may be imposed for specified health care services. This bill would require a health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2026, to include coverage for portable high-efficiency particulate air (HEPA) purifiers and filters for enrollees or insureds who are pregnant or diagnosed with asthma or chronic obstructive pulmonary disease. The bill would prohibit a portable HEPA purifier and filter covered pursuant to these provisions from being subject to a deductible, coinsurance, or copayment requirement. (Based on 02/11/2025 text)

Status: AB 546 was introduced on February 11, 2025, and has been referred to the Assembly Health Committee – hearing date pending.

Position: Support (Approved by the Board on March 5, 2025)

*AB 907 (Chen) – State Air Resources Board: board members: compensation.*

CapitolTrack Summary: Current law establishes the State Air Resources Board consisting of 14 members with 12 members appointed by the Governor, with the consent of the Senate. Current law provides that members appointed as members from the air districts serve on the state board without compensation. Current law provides that the elected official members of the state board receive \$100 for each day, or a portion of that amount, but not to exceed \$1,000 in any month, attending meetings of the state board or its committees, or upon authorization of the state board while on official business of the state board (per diem amount). Existing law specifies the annual salary of each member of the state board. This bill would repeal the prohibition on compensation of the members of the state board from air districts and would specify that those members are to receive the annual salary provided to other members of the state board. The bill would repeal the per diem amount provided to elected official members of the state board. (Based on 02/19/2025 text)

Status: AB 907 was introduced on February 19, 2025, and has been referred to the Assembly Natural Resources Committee – hearing date pending.



Position: Support (Approved by the Board on February 5, 2025)

**Additional Bills of Interest – Staff Position Recommendations:**

*AB 339 (Ortega) – Local public employee organizations: notice requirements.*

CapitolTrack Summary: The Meyers-Milias-Brown Act contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Current law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Current law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions. This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. (Based on 01/28/2025 text)

Status: AB 339 was introduced on January 28, 2025, and has been referred to the Assembly Public Employment and Retirement Committee – hearing date March 19, 2025.

Staff Recommendation: Oppose

*AB 1226 (Essayli) – Air quality: wildland vegetation management burning: permits: exemption.*

CapitolTrack Summary: Current law authorizes the State Air Resources Board to designate public fire protection agencies or other equivalent agencies to issue permits, subject to the rules and regulations of the state board, for agricultural burning, which includes wildland vegetation management burning, as specified. This bill would revise those provisions to also require the state board to designate those agencies to oversee agricultural burning activities and to adopt rules and regulations to ensure those activities are conducted safely and effectively. The bill would exempt wildland vegetation management burning from the above-described permit requirement if that activity is conducted by, or under the supervision of, the

applicable agency designated by the state board. The bill would require the state board to develop guidelines and best practices for wildland vegetation management burning to ensure public safety and environmental protection. (Based on 02/21/2025 text)

Status: AB 1226 was introduced on February 21, 2025. Committee referral pending.

Staff Recommendation: Oppose

*AB 1368 (Wallis) – Smog check: exemption.*

CapitolTrack Summary: The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Current law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model year. Current law also exempts from specified portions of the smog test a collector motor vehicle that is insured as a collector motor vehicle, is at least 35 model years old, complies with the exhaust emissions standards for that motor vehicle's class and model year as prescribed by the Department of Consumer Affairs, and that passes a functional inspection of the fuel cap and a visual inspection for liquid fuel leaks. This bill would make nonsubstantive changes to the above provision. (Based on 02/21/2025 text)

Status: AB 1368 was introduced on February 21, 2025. Committee referral pending.

Staff note: As of this writing, AB 1368 is still in spot bill form but by the time the Policy, Grants, and Technology Committee meets on March 19, 2025, the bill should have substantive language for the Committee's discussion and consideration.

Staff Recommendation: Oppose

*SB 712 (Grove) – Smog check: exemption.*

CapitolTrack Summary: Existing law establishes a motor vehicle inspection and maintenance (smog check) program that is administered by the Department of Consumer Affairs. The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Existing law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model year. Existing law also exempts from specified portions of the smog test a collector motor vehicle that is insured as a collector motor vehicle, is at least 35 model years old, complies with the exhaust emissions standards for that motor vehicle's class and model year as prescribed by the department, and that passes a functional inspection of the fuel cap and a visual inspection for liquid fuel leaks. This bill would delete the above partial smog check exemption for collector motor vehicles from

existing law. Instead, the bill would fully exempt a collector motor vehicle from the smog check requirement if the vehicle is at least 35 model years old and proof is submitted that the motor vehicle is insured as a collector motor vehicle, as specified. (Based on 02/21/2025 text)

Status: SB 712 was introduced on February 21, 2025. Committee referral pending.

Staff Recommendation: Oppose

#### **Additional Bills of Interest – Brief Discussion:**

- [AB 306 \(Schultz\)](#) – Building regulations: state building standards
- [AB 605 \(Muratsuchi\)](#) – Lower Emissions Equipment at Seaports and Intermodal Yards Program
- [AB 674 \(Connolly\)](#) – Clean Cars 4 All Program
- [AB 735 \(Carrillo\)](#) – Planning and zoning: logistics use: truck routes
- [AB 832 \(Muratsuchi\)](#) – School Energy Efficiency Stimulus Program: indoor air quality
- [AB 921 \(Castillo\)](#) – Generators: air pollution regulations: income tax credits
- [AB 1003 \(Calderon\)](#) – Public health: emergency plans: Wildfire Smoke Research and Education Fund
- [AB 1238 \(DeMaio\)](#) – Energy: gas stoves
- [AB 1243 \(Addis\)](#) – Polluters Pay Climate Superfund Act of 2025
- [AB 1250 \(Papan\)](#) – State Air Resources Board: regulations: ocean-going vessels: alternative fuels
- [AB 1305 \(Arambula\)](#) – Air pollution control and air quality management districts: permit information: internet website
- [SB 57 \(Padilla\)](#) – Data centers: tariff
- [SB 63 \(Wiener\)](#) – San Francisco Bay area: local revenue measure: transportation funding
- [SB 222 \(Wiener\)](#) – Climate disasters: civil actions
- [SB 223 \(Alvarado-Gil\)](#) – The Wildfire Smoke and Health Outcomes Data Act
- [SB 227 \(Grayson\)](#) – Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa
- [SB 318 \(Becker\)](#) – Air resources: Lewis-Presley Air Quality Management Act
- [SB 404 \(Caballero\)](#) – Hazardous materials: metal shredding facilities
- [SB 441 \(Hurtado\)](#) – State Air Resources Board: membership: removal: regulations: review
- [SB 474 \(Niello\)](#) – State Air Resources Board: regulatory authority: revocation
- [SB 684 \(Menjivar\)](#) – Polluters Pay Climate Superfund Act of 2025
- [SB 732 \(Ochoa Bogh\)](#) – Emergency backup generators: critical facilities: exemptions

*Additional bill information may be found on the [California Legislative Information](#) website.*

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Alan Abbs

Reviewed by: Viet Tran

ATTACHMENT(S):

1. Bills of Interest Matrix - As of March 12, 2025 - By Category
2. AB 14 (Hart) - Bill Text - As Introduced on December 2, 2024
3. SB 282 (Wiener) - Bill Text - As Introduced on February 5, 2025
4. AB 546 (Caloza) - Bill Text - As Introduced on February 11, 2025
5. AB 907 (Chen) - Bill Text - As Introduced on February 19, 2025
6. AB 339 (Ortega) - Bill Text - As Introduced on January 28, 2025
7. AB 1226 (Essayli) - Bill Text - As Introduced on February 21, 2025
8. AB 1368 (Wallis) - Bills Text - As Introduced on February 21, 2025
9. SB 712 (Grove) - Bill Text - As Introduced on February 21, 2025
10. State Legislative Updates Presentation

Bill #	Author	Subject	Last Amended	Last Status - As of 3/12/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">AB 61</a>	<a href="#">Pacheco</a>	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	2/26/2025	02/27/2025 - Re-referred to Com. on U. & E.	02/03/2025 - Assembly U. & E.			Low	Climate Change
<a href="#">AB 399</a>	Boerner	Coastal resources: coastal development permits: blue carbon demonstration projects.		02/18/2025 - Referred to Com. on NAT. RES.	02/18/2025 - Assembly NAT. RES.			Low	Climate Change
<a href="#">AB 491</a>	Connolly	California Global Warming Solutions Act of 2006: climate goals: natural and working lands.		02/24/2025 - Referred to Com. on NAT. RES.	02/24/2025 - Assembly NAT. RES.			Low	Climate Change
<a href="#">AB 513</a>	Gonzalez, Jeff	California Global Warming Solutions Act of 2006: scoping plan.		02/24/2025 - Referred to Com. on NAT. RES.	02/24/2025 - Assembly NAT. RES.			Low	Climate Change
<a href="#">AB 854</a>	Petrie-Norris	Environmental quality: greenhouse gas emissions: permit streamlining.		02/20/2025 - From printer. May be heard in committee March 22.	02/19/2025 - Assembly PRINT			Low	Climate Change
<a href="#">AB 1132</a>	Schiavo	Department of Transportation: climate change vulnerability assessment: community resilience assessment.		02/21/2025 - From printer. May be heard in committee March 23.	02/20/2025 - Assembly PRINT			Low	Climate Change
<a href="#">AB 1207</a>	Irwin	Climate change: market-based compliance mechanism.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Climate Change
<a href="#">AB 1243</a>	Addis	Polluters Pay Climate Superfund Act of 2025.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Climate Change
<a href="#">AB 1472</a>	Hart	California Sea Level Rise State and Regional Support Collaborative.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Climate Change
<a href="#">SB 222</a>	Wiener	Climate disasters: civil actions.		02/05/2025 - Referred to Coms. on JUD. and INS.	02/05/2025 - Senate JUD.			Low	Climate Change
<a href="#">SB 654</a>	Stern	California Environmental Protection Agency: contract: registry: greenhouse gas emissions that result from the water-energy nexus.		03/11/2025 - Set for hearing April 2.	03/05/2025 - Senate E.Q.			Low	Climate Change
<a href="#">SB 684</a>	Menjivar	Polluters Pay Climate Superfund Act of 2025.		03/11/2025 - Set for hearing April 2.	03/05/2025 - Senate E.Q.			Low	Climate Change
<a href="#">SB 755</a>	Blakespear	California Procurement Climate Information Act.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Climate Change
<a href="#">SB 801</a>	Hurtado	Greenhouse gases: reduction.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Climate Change
<a href="#">SB 840</a>	Limón	Greenhouse gases: market-based compliance mechanism.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Climate Change
<a href="#">AB 12</a>	<a href="#">Wallis</a>	Low-carbon fuel standard: regulations.		02/18/2025 - Referred to Com. on NAT. RES.	02/18/2025 - Assembly NAT. RES.			Low	Energy
<a href="#">AB 30</a>	<a href="#">Alvarez</a>	State Air Resources Board: gasoline specifications: ethanol blends.	3/4/2025	03/05/2025 - Re-referred to Com. on NAT. RES.	02/18/2025 - Assembly NAT. RES.			Low	Energy
<a href="#">AB 39</a>	<a href="#">Zbur</a>	General plans: Local Electrification Planning Act.	2/25/2025	02/26/2025 - Re-referred to Com. on L. GOV.	02/03/2025 - Assembly L. GOV.			Low	Energy
<a href="#">AB 41</a>	<a href="#">Macedo</a>	State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.		02/18/2025 - Referred to Com. on NAT. RES.	02/18/2025 - Assembly NAT. RES.			Low	Energy
<a href="#">AB 70</a>	<a href="#">Aguilar-Curry</a>	Solid waste: organic waste: diversion: biomethane.	3/11/2025	03/11/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.	02/03/2025 - Assembly NAT. RES.			Low	Energy
<a href="#">AB 222</a>	<a href="#">Bauer-Kahan</a>	Data centers: energy usage reporting and modeling.		02/18/2025 - Referred to Coms. on U. & E. and P. & C.P.	02/18/2025 - Assembly U. & E.			Low	Energy
<a href="#">AB 303</a>	Addis	Battery energy storage facilities.		03/10/2025 - Referred to Coms. on U. & E., NAT. RES. and L. GOV.	03/10/2025 - Assembly U. & E.			Low	Energy
<a href="#">AB 305</a>	Arambula	Energy: nuclear facilities.		01/24/2025 - From printer. May be heard in committee February 23.	01/23/2025 - Assembly PRINT			Low	Energy
<a href="#">AB 306</a>	Schultz	Building regulations: state building standards.	3/5/2025	03/06/2025 - Re-referred to Com. on H. & C.D.	02/18/2025 - Assembly H. & C.D.			Low	Energy
<a href="#">AB 368</a>	Ward	Energy: building standards: passive house standards.		02/04/2025 - From printer. May be heard in committee March 6.	02/03/2025 - Assembly PRINT			Low	Energy
<a href="#">AB 406</a>	Bennett	Energy: transportation fuels assessment.	3/4/2025	03/05/2025 - Re-referred to Com. on U. & E.	02/24/2025 - Assembly U. & E.			Low	Energy
<a href="#">AB 716</a>	Carrillo	Energy: Hydrogen Program.		02/15/2025 - From printer. May be heard in committee March 17.	02/14/2025 - Assembly PRINT			Low	Energy
<a href="#">AB 803</a>	Garcia	Oil and gas wells and facilities: abatement.		02/19/2025 - From printer. May be heard in committee March 21.	02/18/2025 - Assembly PRINT			Low	Energy
<a href="#">AB 915</a>	Petrie-Norris	Clean Energy Reliability Investment Plan.		02/20/2025 - From printer. May be heard in committee March 22.	02/19/2025 - Assembly PRINT			Low	Energy
<a href="#">AB 1016</a>	Gonzalez, Jeff	California Renewables Portfolio Standard Program.		02/21/2025 - From printer. May be heard in committee March 23.	02/20/2025 - Assembly PRINT			Low	Energy
<a href="#">AB 1176</a>	Flora	Energy: renewable energy resources program.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Energy
<a href="#">AB 1191</a>	Tangipa	California Renewables Portfolio Standard Program: hydroelectric generation.		03/10/2025 - Referred to Coms. on U. & E. and NAT. RES.	03/10/2025 - Assembly U. & E.			Low	Energy
<a href="#">AB 1238</a>	DeMaio	Energy: gas stoves.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Medium	Energy
<a href="#">AB 1250</a>	Papan	State Air Resources Board: regulations: ocean-going vessels: alternative fuels.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Medium	Energy
<a href="#">AB 1260</a>	Ward	Electricity: renewable energy subscription programs.		03/10/2025 - Referred to Com. on U. & E.	03/10/2025 - Assembly U. & E.			Low	Energy
<a href="#">AB 1280</a>	Garcia	Energy.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Energy
<a href="#">AB 1436</a>	Ávila Fariás	Biomethane procurement targets.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Energy
<a href="#">SB 2</a>	Jones	Low-carbon fuel standard: regulations.		03/07/2025 - Set for hearing March 19.	01/29/2025 - Senate E.Q.			Low	Energy
<a href="#">SB 13</a>	Grove	Oil and gas.	2/10/2025	03/03/2025 - Set for hearing March 19.	01/29/2025 - Senate E.Q.			Low	Energy

Bill #	Author	Subject	Last Amended	Last Status - As of 3/12/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">SB 80</a>	Caballero	The Fusion Research and Development Innovation Hub Program.		01/29/2025 - Referred to Coms. on B. P. & E.D. and E., U & C.	01/29/2025 - Senate B., P. & E.D.			Low	Energy
<a href="#">SB 282</a>	Wiener	Residential heat pump systems: water heaters and HVAC: installations.		02/14/2025 - Referred to Coms. on E., U & C. and L. GOV.	02/14/2025 - Senate E. U., & C.	Board Approval 2/5/2025	Air-District Co-Sponsor	High	Energy
<a href="#">SB 298</a>	Caballero	State Energy Resources Conservation and Development Commission: seaports: plan: alternative fuels.		02/19/2025 - Referred to Coms. on E., U & C. and E.Q.	02/19/2025 - Senate E. U., & C.			Low	Energy
<a href="#">SB 332</a>	Wahab	Investor-Owned Utilities Accountability Act.		02/13/2025 - From printer. May be acted upon on or after March 15.	02/12/2025 - Senate RLS.			Low	Energy
<a href="#">SB 348</a>	Hurtado	State Air Resources Board: Low-Carbon Fuel Standard.		02/19/2025 - Referred to Com. on RLS.	02/12/2025 - Senate RLS.			Low	Energy
<a href="#">SB 371</a>	Cabaldon	Electrical and gas corporations: new construction: application: analysis of greenhouse gases.		02/26/2025 - Referred to Com. on E., U & C.	02/26/2025 - Senate E. U., & C.			Low	Energy
<a href="#">SB 377</a>	Grayson	Biomethane procurement targets.		02/26/2025 - Referred to Coms. on E., U & C. and E.Q.	02/26/2025 - Senate E. U., & C.			Low	Energy
<a href="#">SB 613</a>	Stern	Methane emissions: petroleum and natural gas producing low methane emissions.		03/11/2025 - Set for hearing April 2.	03/05/2025 - Senate E.Q.			Low	Energy
<a href="#">SB 643</a>	Caballero	Carbon Dioxide Removal Purchase Program.		03/05/2025 - Referred to Coms. on E., U & C. and E.Q.	03/05/2025 - Senate E. U., & C.			Low	Energy
<a href="#">SB 732</a>	Ochoa Bogh	Emergency backup generators: critical facilities: exemptions.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Medium	Energy
<a href="#">SB 767</a>	Richardson	Energy: transportation fuels: supply.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Energy
<a href="#">SB 787</a>	McNerney	Energy: Task Force on Equitable Clean Energy Supply Chains and Industrial Policy in California.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Energy
<a href="#">SB 804</a>	Archuleta	Abatement of natural gas leaks.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Energy
<a href="#">SB 842</a>	Stern	Energy: firm zero-carbon resources.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Energy
<a href="#">AB 91</a>	<a href="#">Harabedian</a>	State and local agencies: demographic data.		03/10/2025 - Referred to Com. on JUD.	03/10/2025 - Assembly JUD.			Low	General-Air District
<a href="#">AB 259</a>	Rubio, Blanca	Open meetings: local agencies: teleconferences.		02/10/2025 - Referred to Com. on L. GOV.	02/10/2025 - Assembly L. GOV.			Low	General-Air District
<a href="#">AB 339</a>	Ortega	Local public employee organizations: notice requirements.		02/18/2025 - Referred to Com. on P. E. & R.	02/18/2025 - Assembly P.E. & R.		Propose Oppose	Medium	General-Air District
<a href="#">AB 471</a>	Hart	County air pollution control districts: board members: compensation.		02/24/2025 - Referred to Com. on NAT. RES.	02/24/2025 - Assembly NAT. RES.			Low	General-Air District
<a href="#">AB 852</a>	Wallis	Air pollution: oxides of nitrogen: furnaces and water heaters.		03/10/2025 - Referred to Com. on NAT. RES.	03/10/2025 - Assembly NAT. RES.			Medium	General-Air District
<a href="#">AB 1266</a>	Solache	Administrative Procedure Act: major regulations.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	General-Air District
<a href="#">AB 1305</a>	Arambula	Air pollution control and air quality management districts: permit information: internet website.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	General-Air District
<a href="#">SB 526</a>	Menjivar	South Coast Air Quality Management District: air quality.		03/11/2025 - Set for hearing April 2.	03/05/2025 - Senate E.Q.			Low	General-Air District
<a href="#">SB 532</a>	Dahle	Air basins.		03/05/2025 - Referred to Com. on RLS.	02/20/2025 - Senate RLS.			Low	General-Air District
<a href="#">AB 14</a>	<a href="#">Hart</a>	Coastal resources: Protecting Blue Whales and Blue Skies Program.		02/03/2025 - Referred to Coms. on W. P., & W. and NAT. RES.	02/03/2025 - Assembly W.,P. & W.	Board Approval 2/5/2025	Air-District Co-Sponsor	High	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 267</a>	Macedo	Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.		02/18/2025 - Referred to Coms. on TRANS. and NAT. RES.	02/18/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 272</a>	Aguiar-Curry	Heavy-Duty Vehicle Inspection and Maintenance Program.		02/10/2025 - Referred to Com. on TRANS.	02/10/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 273</a>	Sanchez	Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.		02/18/2025 - Referred to Coms. on TRANS. and NAT. RES.	02/18/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 605</a>	Muratsuchi	Lower Emissions Equipment at Seaports and Intermodal Yards Program.		03/03/2025 - Referred to Coms. on TRANS. and NAT. RES.	03/03/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 620</a>	Jackson	Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program: rental vehicles.		03/03/2025 - Referred to Com. on TRANS.	03/03/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 674</a>	Connolly	Clean Cars 4 All Program.	3/10/2025	03/11/2025 - Re-referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 855</a>	Lackey	Vehicles: commercial electric vehicle safety.	3/4/2025	03/05/2025 - Re-referred to Com. on TRANS.	03/03/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1039</a>	Hart	State-funded assistance grants and contracts: advance payments.		03/10/2025 - Referred to Com. on G.O.	03/10/2025 - Assembly G.O.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1106</a>	Rodriguez, Michelle	Vehicular air pollution: State Air Resources Board: regulations.		02/21/2025 - From printer. May be heard in committee March 23.	02/20/2025 - Assembly PRINT			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1174</a>	Alanis	Clean Transportation Program: eligible programs and projects: electric vehicle charging stations: vandalism deterrence.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1368</a>	Wallis	Smog check: exemption.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT		Propose Oppose	Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1423</a>	Irwin	Transportation electrification: charging station uptime: regulations: violations.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 30</a>	Cortese	Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	2/11/2025	02/19/2025 - Re-referred to Coms. on TRANS. and E.Q.	02/19/2025 - Senate TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 34</a>	Richardson	Ports: emissions: intermodal goods movement stakeholder group.		03/11/2025 - Set for hearing April 2.	01/29/2025 - Senate E.Q.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 533</a>	Richardson	Electric vehicle charging stations: internet-based applications.		03/05/2025 - Referred to Coms. on E., U & C. and TRANS.	03/05/2025 - Senate E. U., & C.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade

Bill #	Author	Subject	Last Amended	Last Status - As of 3/12/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">SB 712</a>	Grove	Smog check: exemption.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.		Propose Oppose	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 752</a>	Richardson	Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 34</a>	<a href="#">Patterson</a>	Air pollution: regulations: consumer costs: review.		02/03/2025 - Referred to Com. on NAT. RES.	02/03/2025 - Assembly NAT. RES.			Low	Other
<a href="#">AB 82</a>	<a href="#">Ward</a>	Information Practices Act of 1977: civil actions.		01/06/2025 - Read first time.	12/20/2024 - Assembly PRINT			Low	Other
<a href="#">AB 227</a>	Gabriel	Budget Act of 2025.		02/03/2025 - Referred to Com. on Budget.	02/03/2025 - Assembly BUDGET			Low	Other
<a href="#">AB 407</a>	Jackson	California Pollution Control Financing Authority.		02/18/2025 - Referred to Coms. on B.&F. and L. GOV.	02/18/2025 - Assembly B. & F.			Low	Other
<a href="#">AB 411</a>	Papan	Livestock carcasses: disposal: composting.	2/24/2025	02/25/2025 - Re-referred to Com. on AGR.	02/24/2025 - Assembly AGR.			Low	Other
<a href="#">AB 436</a>	Ransom	Composting facilities: zoning.	3/10/2025	03/11/2025 - Re-referred to Com. on NAT. RES.	02/18/2025 - Assembly NAT. RES.			Low	Other
<a href="#">AB 555</a>	Jackson	Air resources: regulatory impacts: transportation fuel costs.		02/13/2025 - From printer. May be heard in committee March 15.	02/12/2025 - Assembly PRINT			Low	Other
<a href="#">AB 643</a>	Wilson	Climate change: short-lived climate pollutants: organic waste reduction.		02/14/2025 - From printer. May be heard in committee March 16.	02/13/2025 - Assembly PRINT			Low	Other
<a href="#">AB 652</a>	Alvarez	San Diego County Air Pollution Control District: governing board: alternate members.		02/24/2025 - Referred to Com. on NAT. RES.	02/24/2025 - Assembly NAT. RES.			Low	Other
<a href="#">AB 663</a>	McKinnor	Hydrofluorocarbon gases: sale and distribution prohibition: exemptions.		03/03/2025 - Referred to Com. on NAT. RES.	03/03/2025 - Assembly NAT. RES.			Low	Other
<a href="#">AB 832</a>	Muratsuchi	School Energy Efficiency Stimulus Program: indoor air quality.		02/20/2025 - From printer. May be heard in committee March 22.	02/19/2025 - Assembly PRINT			Low	Other
<a href="#">AB 856</a>	Chen	Sales and Use Tax: exemptions: manufacturing.		02/20/2025 - From printer. May be heard in committee March 22.	02/19/2025 - Assembly PRINT			Low	Other
<a href="#">AB 881</a>	Petrie-Norris	Carbon Capture, Removal, Utilization, and Storage Program.		02/20/2025 - From printer. May be heard in committee March 22.	02/19/2025 - Assembly PRINT			Low	Other
<a href="#">AB 907</a>	Chen	State Air Resources Board: board members: compensation.		03/03/2025 - Referred to Com. on NAT. RES.	03/03/2025 - Assembly NAT. RES.	Board Approval 2/5/2025	Support	Medium	Other
<a href="#">AB 914</a>	Garcia	State Air Resources Board: regulations.		02/20/2025 - From printer. May be heard in committee March 22.	02/19/2025 - Assembly PRINT			Medium	Other
<a href="#">AB 921</a>	Castillo	Generators: air pollution regulations: income tax credits.		03/10/2025 - Referred to Coms. on NAT. RES. and Rev. & Tax.	03/10/2025 - Assembly NAT. RES.			Low	Other
<a href="#">AB 1058</a>	Gonzalez, Jeff	Motor Vehicle Fuel Tax Law: suspension of tax.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Other
<a href="#">AB 1268</a>	Macedo	Motor Vehicle Fuel Tax Law: adjustment suspension.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Other
<a href="#">AB 1295</a>	Patterson	Public utilities: billing statements: additional costs attributable to state requirements or programs.		03/10/2025 - Referred to Com. on U. & E.	03/10/2025 - Assembly U. & E.			Low	Other
<a href="#">AB 1340</a>	Wicks	Metropolitan Transportation Commission: duties.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Other
<a href="#">AB 1480</a>	Valencia	Local agencies: legislative bodies.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Other
<a href="#">SB 57</a>	Padilla	Data centers: tariff.	3/5/2025	03/05/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U & C.	01/29/2025 - Senate E. U., & C.			Low	Other
<a href="#">SB 58</a>	Padilla	Sales and Use Tax Law: exemptions: certified data center facilities.	3/4/2025	03/04/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.	01/29/2025 - Senate REV. & TAX			Low	Other
<a href="#">SB 65</a>	Wiener	Budget Act of 2025.		01/13/2025 - Read first time.	01/10/2025 - Senate BUDGET & F.R.			Low	Other
<a href="#">SB 90</a>	Seyarto	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: improvements to public evacuation routes: mobile rigid water storage: electrical generators.	2/26/2025	03/11/2025 - From committee: Do pass as amended and re-refer to Com. on N.R. & W. (Ayes 13. Noes 0.) (March 11).	03/11/2025 - Senate N.R. & W.			Low	Other
<a href="#">SB 227</a>	Grayson	Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.		02/05/2025 - Referred to Coms. on B. P. & E.D. and L. GOV.	02/05/2025 - Senate B., P. & E.D.			Low	Other
<a href="#">SB 231</a>	Seyarto	California Environmental Quality Act: guidelines.		03/07/2025 - Set for hearing March 19.	02/05/2025 - Senate E.Q.			Low	Other
<a href="#">SB 239</a>	Arreguin	Open meetings: teleconferencing: subsidiary body.		02/14/2025 - Referred to Coms. on L. GOV. and JUD.	02/14/2025 - Senate L. GOV.			Low	Other
<a href="#">SB 279</a>	McNerney	Solid waste: compostable materials.		03/07/2025 - Set for hearing March 19.	02/14/2025 - Senate E.Q.			Low	Other
<a href="#">SB 302</a>	Padilla	Personal Income Tax Law and Corporation Tax Law: exclusions: environmental credits.		02/19/2025 - Referred to Com. on REV. & TAX.	02/19/2025 - Senate REV. & TAX			Low	Other
<a href="#">SB 314</a>	Padilla	Weights and measures: electric vehicle supply equipment.		02/19/2025 - Referred to Com. on B. P. & E.D.	02/19/2025 - Senate B., P. & E.D.			Low	Other
<a href="#">SB 318</a>	Becker	Air resources: Lewis-Presley Air Quality Management Act.		02/19/2025 - Referred to Com. on RLS.	02/11/2025 - Senate RLS.			Low	Other
<a href="#">SB 404</a>	Caballero	Hazardous materials: metal shredding facilities.		03/11/2025 - March 19 set for first hearing canceled at the request of author. Set for hearing April 2.	02/26/2025 - Senate E.Q.			Medium	Other
<a href="#">SB 424</a>	Grove	California Environmental Quality Act.		02/26/2025 - Referred to Com. on RLS.	02/18/2025 - Senate RLS.			Low	Other
<a href="#">SB 435</a>	Wahab	Residential care facilities for the elderly: emergency backup power source.		02/26/2025 - Referred to Com. on HUMAN S.	02/26/2025 - Senate HUM. S.			Low	Other

Bill #	Author	Subject	Last Amended	Last Status - As of 3/12/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">SB 441</a>	Hurtado	State Air Resources Board: membership: removal: regulations: review.		02/26/2025 - Referred to Com. on E.Q.	02/26/2025 - Senate E.Q.			Low	Other
<a href="#">SB 474</a>	Niello	State Air Resources Board: regulatory authority: revocation.		02/26/2025 - Referred to Com. on E.Q.	02/26/2025 - Senate E.Q.			Low	Other
<a href="#">SB 496</a>	Hurtado	Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.		03/11/2025 - Set for hearing April 2.	02/26/2025 - Senate E.Q.			Low	Other
<a href="#">SB 541</a>	Becker	Alternative certification.		03/05/2025 - Referred to Com. on RLS.	02/20/2025 - Senate RLS.			Low	Other
<a href="#">SB 607</a>	Wiener	California Environmental Quality Act: categorical exemptions: infill projects.		03/11/2025 - Set for hearing April 2.	03/05/2025 - Senate E.Q.			Low	Other
<a href="#">SB 676</a>	Limón	California Environmental Quality Act: responsible agency.		03/11/2025 - Set for hearing April 2.	03/05/2025 - Senate E.Q.			Low	Other
<a href="#">SB 703</a>	Richardson	Ports: truck drivers.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Other
<a href="#">SB 707</a>	Durazo	Open meetings: meeting and teleconference requirements.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Other
<a href="#">SB 826</a>	Richardson	California Workforce Development Board: port automation.		02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.	02/21/2025 - Senate RLS.			Low	Other
<a href="#">AB 35</a>	<a href="#">Alvarez</a>	California Environmental Quality Act: clean hydrogen transportation projects.		02/18/2025 - Referred to Coms. on NAT. RES. and JUD.	02/18/2025 - Assembly NAT. RES.			Low	Transportation
<a href="#">AB 735</a>	Carrillo	Planning and zoning: logistics use: truck routes.		03/10/2025 - Referred to Com. on L. GOV.	03/10/2025 - Assembly L. GOV.			Low	Transportation
<a href="#">AB 939</a>	Schultz	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Transportation
<a href="#">SB 63</a>	Wiener	San Francisco Bay area: local revenue measure: transportation funding.		01/29/2025 - Referred to Com. on RLS.	01/09/2025 - Senate RLS.			Low	Transportation
<a href="#">SB 71</a>	Wiener	California Environmental Quality Act: exemptions: transit projects.		03/07/2025 - Set for hearing March 19.	01/29/2025 - Senate E.Q.			Low	Transportation
<a href="#">SB 415</a>	Reyes	Planning and zoning: logistics use: truck routes.		02/26/2025 - Referred to Com. on RLS.	02/14/2025 - Senate RLS.			Low	Transportation
<a href="#">SB 545</a>	Cortese	High-speed rail: economic opportunities.		03/05/2025 - Referred to Coms. on TRANS. and L. GOV.	03/05/2025 - Senate TRANS.			Low	Transportation
<a href="#">AB 241</a>	Tangipa	Wildfire and Vegetation Management Voluntary Tax Contribution Fund.		02/10/2025 - Referred to Com. on Rev. & Tax.	02/10/2025 - Assembly REV. & TAX			Low	Wildfire/Smoke/PSPS
<a href="#">AB 546</a>	Caloza	Health care coverage: portable HEPA purifiers and filters.		02/24/2025 - Referred to Com. on Health.	02/24/2025 - Assembly HEALTH	Board Approval 3/5/2025	Support	Medium	Wildfire/Smoke/PSPS
<a href="#">AB 1003</a>	Calderon	Public health: emergency plans: Wildfire Smoke Research and Education Fund.		03/10/2025 - Referred to Coms. on Health and E.M.	03/10/2025 - Assembly HEALTH			Low	Wildfire/Smoke/PSPS
<a href="#">AB 1226</a>	Essayli	Air quality: wildland vegetation management burning: permits: exemption.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT		Propose Oppose	Medium	Wildfire/Smoke/PSPS
<a href="#">AB 1227</a>	Essayli	California Environmental Quality Act: exemption: wildfire prevention projects.		03/10/2025 - Referred to Com. on NAT. RES.	03/10/2025 - Assembly NAT. RES.			Low	Wildfire/Smoke/PSPS
<a href="#">AB 1352</a>	Solache	Air quality health planning.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Wildfire/Smoke/PSPS
<a href="#">AB 1454</a>	Rivas	School facilities: heating, ventilation, and air-conditioning systems.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Wildfire/Smoke/PSPS
<a href="#">AB 1456</a>	Bryan	California Environmental Quality Act: vegetation fuel management project exemption.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Wildfire/Smoke/PSPS
<a href="#">SB 88</a>	Caballero	Air resources: carbon emissions: biomass.	3/6/2025	03/07/2025 - Set for hearing March 19.	01/29/2025 - Senate E.Q.			Low	Wildfire/Smoke/PSPS
<a href="#">SB 223</a>	Alvarado-Gil	The Wildfire Smoke and Health Outcomes Data Act.		02/05/2025 - Referred to Coms. on HEALTH and RLS.	02/05/2025 - Senate HEALTH			Low	Wildfire/Smoke/PSPS
<a href="#">SB 653</a>	Cortese	Wildfire prevention: environmentally sensitive vegetation management.		03/05/2025 - Referred to Com. on RLS.	02/20/2025 - Senate RLS.			Low	Wildfire/Smoke/PSPS
<b>Total</b>							<b>Low:</b>	<b>129</b>	
<b>Active Bills</b>							<b>Medium:</b>	<b>11</b>	
							<b>High:</b>	<b>2</b>	



**ASSEMBLY BILL**

**No. 14**

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**Introduced by Assembly Members Hart, Bennett, and Connolly**  
**(Coauthors: Assembly Members Addis, Boerner, Davies, and**  
**Pellerin)**  
(Coauthor: Senator Blakespear)

December 2, 2024

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An act to add Chapter 3.3 (commencing with Section 35640) to Division 26.5 of the Public Resources Code, relating to coastal resources.

LEGISLATIVE COUNSEL'S DIGEST

AB 14, as introduced, Hart. Coastal resources: Protecting Blue Whales and Blue Skies Program.

Existing law establishes the Ocean Protection Council in state government to, among other things, establish policies to coordinate the collection, evaluation, and sharing of scientific data related to coastal and ocean resources among agencies. Existing law requires the council to develop and implement a voluntary sustainable seafood promotion program for the state, to consist of specified components, including a competitive grant and loan program for eligible entities, including, but not limited to, fishery groups and associations, for the purpose of assisting California fisheries in qualifying for certification to internationally accepted standards for sustainable seafood.

This bill would, subject to the availability of funding, require the council to participate as a stakeholder, and in an advisory capacity, to the Protecting Blue Whales and Blue Skies Program with air pollution control districts and air quality management districts along the coast and other stakeholders to support, in an advisory capacity, coastal air

districts in their efforts to implement a statewide voluntary vessel speed reduction and sustainable shipping program for the California coast in order to reduce air pollution, the risk of fatal vessel strikes on whales, and harmful underwater acoustic impacts. The bill would authorize the expansion of the existing Protecting Blue Whales and Blue Skies Program to include specified components, including incentives to program participants based on a percentage of distance traveled by a participating vessel at a reduced speed, as provided. The bill would limit application of the program to vessels that are 300 gross tons or greater. The bill would require the participating air pollution control districts and air quality management districts, on or before December 31, 2029, to submit a report to the Legislature regarding the implementation of the program.

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

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

1 SECTION 1. Chapter 3.3 (commencing with Section 35640)  
2 is added to Division 26.5 of the Public Resources Code, to read:

3  
4 CHAPTER 3.3. PROTECTING BLUE WHALES AND BLUE SKIES  
5 PROGRAM  
6

7 35640. The Legislature finds and declares all of the following:

8 (a) California’s seaports are North America’s primary intermodal  
9 gateway to Asia and Transpacific trade. Maritime industry activities  
10 at California’s public seaports are responsible for employing more  
11 than 500,000 people in the state. Nationwide, more than 2,000,000  
12 jobs are linked to maritime industry business conducted at  
13 California’s public seaports, contributing to California having the  
14 largest state economy in the United States.

15 (b) Every year, the oceangoing vessels make thousands of  
16 transits along the California coast, with an estimated 185 tons per  
17 day of nitrogen oxides, an ozone precursor, being emitted along  
18 the coast. These emissions negatively affect the public health of  
19 coastal communities and contribute to causing some areas of the  
20 coast to be in nonattainment with the national ambient air quality  
21 standards for ozone and particulate matter.

1 (c) Since 2014, the Santa Barbara County Air Pollution Control  
2 District, the Ventura County Air Pollution Control District, the  
3 Bay Area Air Quality Management District, the Monterey Bay Air  
4 Resources District, and the San Luis Obispo County Air Pollution  
5 Control District, with the federal Office of National Marine  
6 Sanctuaries, marine sanctuary foundations, and environmental  
7 groups, have administered and promoted the Protecting Blue  
8 Whales and Blue Skies Program, a voluntary vessel speed reduction  
9 program off the Santa Barbara, Ventura, and Bay Area coasts to  
10 encourage transit speeds of 10 knots or less to reduce air pollution,  
11 the risk of harmful whale strikes, and the level of ocean noise.

12 (d) Since its inception through 2024, the Protecting Blue Whales  
13 and Blue Skies Program has provided small incentives and  
14 publicity to program participants and has achieved over 1,167,000  
15 slow speed miles, a reduction of more than 4,500 tons of nitrogen  
16 oxides, a reduction of over 153,000 metric tons of regional  
17 greenhouse gas emissions, and an estimated 58 percent decreased  
18 risk of whale strikes during prime migration season in the affected  
19 coastal areas.

20 (e) This highly cost-effective voluntary pollution reduction  
21 program benefits public health, protects the marine ecosystem,  
22 and showcases the beneficial partnership between shipping  
23 companies, public health agencies, marine sanctuaries, and  
24 environmental organizations.

25 (f) Expansion of the vessel speed reduction program to other  
26 areas of the California coast, including the San Diego coast and  
27 the North Coast, would yield additional public health and  
28 ecosystem benefits.

29 35641. (a) The Legislature finds and declares that expansion  
30 of the Protecting Blue Whales and Blue Skies Program by local  
31 air pollution control districts and air quality management districts  
32 and stakeholders is a critical strategy in advancing protection of  
33 marine mammals through partnerships that also support the  
34 maritime industry and local public health.

35 (b) Subject to the availability of funding, the council shall  
36 participate as a stakeholder, and in an advisory capacity, to the  
37 Protecting Blue Whales and Blue Skies Program with air pollution  
38 control districts and air quality management districts along the  
39 coast and other stakeholders, including the federal Office of  
40 National Marine Sanctuaries, the United States Environmental

1 Protection Agency, the United States Navy, the United States Coast  
2 Guard, and the maritime industry, to support, in an advisory  
3 capacity, coastal air districts in their efforts to implement a  
4 statewide voluntary vessel speed reduction and sustainable shipping  
5 program for the California coast in order to reduce air pollution,  
6 the risk of fatal vessel strikes on whales, and harmful underwater  
7 acoustic impacts.

8 (c) Expansion of the existing Protecting Blue Whales and Blue  
9 Skies Program by local air pollution control districts and air quality  
10 management districts shall be a single unified program, and may  
11 include all of the following components developed in a manner  
12 that is consistent with how the program components were  
13 developed for the Protecting Blue Whales and Blue Skies Program:

14 (1) A marketing program to engage cargo owners and other  
15 commercial interests to promote voluntary vessel speed reduction  
16 and sustainable shipping, and an acknowledgment of the program's  
17 participants.

18 (2) Data collection on ship speeds along the California coast in  
19 order to analyze the program for future refinement, expansion, or  
20 both.

21 (3) Data collection on underwater acoustic impacts or fatal  
22 vessel strikes on whales, to the extent data is available.

23 (4) Data collection on the regional air quality impacts on the  
24 coast and impacts to air quality in coastal disadvantaged  
25 communities from oceangoing vessel traffic, as collected and  
26 provided by the regional air pollution control districts and air  
27 quality management districts.

28 (5) Incentives to program participants based on a percentage of  
29 distance traveled by a participating vessel at a reduced speed,  
30 including speed zones at 10 knots or less, to the extent that local  
31 or federal funding is available.

32 (6) Development of vessel speed reduction zones along the coast  
33 that take into account navigational safety, protected marine  
34 mammal migration and breeding seasons, federal marine  
35 sanctuaries and state marine protected areas, shipping lanes, and  
36 any other relevant variables.

37 (7) Seasonality of the program.

38 (8) Description of covered vessels.

39 (d) The program shall exclude any ocean territories that are  
40 covered by any vessel speed reduction program other than the

1 Protecting Blue Whales and Blue Skies Program or a memorandum  
2 of understanding entered into before January 1, 2026.

3 (e) The program shall only apply to vessels that are 300 gross  
4 tons or greater.

5 (f) (1) On or before December 31, 2029, the participating air  
6 pollution control districts and air quality management districts  
7 shall submit a report to the Legislature regarding the  
8 implementation of the program.

9 (2) The report required in paragraph (1) shall be submitted in  
10 compliance with Section 9795 of the Government Code.

11 (3) Pursuant to Section 10231.5 of the Government Code, the  
12 requirement for submitting a report imposed by paragraph (1) is  
13 inoperative on December 31, 2033.

14 (g) The program and each component of the program are based  
15 upon voluntary actions initiated by entities pursuant to this section  
16 and are not regulations as defined in Section 11342.600 of the  
17 Government Code, and shall not be implemented in a way that  
18 conflicts with federal law and regulations.

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**Introduced by Senator Wiener**February 5, 2025

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An act to add Section 4737 to the Civil Code, and to add Chapter 7.5 (commencing with Section 51297.50) to Part 1 of Division 1 of Title 5 of the Government Code, relating to housing.

## LEGISLATIVE COUNSEL'S DIGEST

SB 282, as introduced, Wiener. Residential heat pump systems: water heaters and HVAC: installations.

(1) Existing law establishes the State Energy Resources Conservation and Development Commission and prescribes the authorities, duties, and responsibilities of the commission pertaining to energy matters. Existing law requires the commission, on or before January 1, 2019, in consultation with the Contractors State License Board, local building officials, and other stakeholders, to approve a plan that promotes compliance with specified regulations relating to building energy efficiency standards in the installation of central air conditioning and heat pumps, as specified. Existing law authorizes the commission to adopt regulations to increase compliance with permitting and inspection requirements for central air conditioning and heat pumps, and associated sales and installations, consistent with the above-described plan.

This bill would require the commission, on or before January 1, 2027, to establish a statewide certification program for licensed contractors of residential heat pump water heaters and heat pump heating, ventilation, and air conditioning (HVAC) systems to obtain a heat pump installation certification, and would require the commission to create a state training program, as described, on residential heat pump water heaters and heat pump HVAC systems for purposes of the certification program, as specified.

The bill would authorize a licensed contractor to obtain a heat pump installation certification through the above-described program by completing specified tasks, including completion of the state training program described above. The bill would authorize a licensed contractor with a heat pump system installation certification described above to self-certify that the installation of a residential heat pump water heater or heat pump HVAC system meets all relevant code requirements without any requirement that an inspector be present for the installation, and would require a city, including a charter city, county, or city and county to accept the certification for those purposes, as specified. The bill would require a local entity described above to adopt and offer one or more alternative inspection options that do not require a licensed contractor and an inspector to be simultaneously present during the installation of a heat pump water heater or heat pump HVAC system, to be available to licensed contractors who do not have a certification described above. The bill, notwithstanding any local law to the contrary, would also authorize a licensed contractor who successfully completes a specified number of heat pump water heater or heat pump HVAC system in-person inspections of installations that did not require any permits to use an above-described alternative inspection option, and would require the local jurisdiction to accept the alternative inspection option for those purposes, as specified. The bill would require the local entity, if the local entity has an internet website, to publish all requirements for contractors to obtain the above-described certification, or to complete inspections without a certification pursuant to the above-described alternative inspection option.

The bill would authorize a city, including a charter city, county, or city and county, except as specified, to issue up to one nondiscretionary permit per installation of a residential heat pump water heater or heat pump HVAC system in which the local entity administratively approves an application to install the residential heat pump water heater or heat pump HVAC system and the application is subject to a limited review.

The bill would prohibit a local entity described above from applying additional standards on the installation of residential heat pump water heater or residential heat pump HVAC systems as specified, and would require those standards to be null and void, except as specified. The bill would, notwithstanding those provisions, authorize additional standards to be applied that conform to local laws designed to require the adoption of zero-emission equipment, or improvement of building efficiency.

The bill would prohibit a local entity from requiring a permit or inspection for any low voltage plug-in appliance, as defined.

The bill would require a city, including a charter city, county, or city and county, on or before July 1, 2027, and except as specified, to implement an online automated permitting platform that verifies code compliance and issues permits in real time, or allows the local entity to issue permits in real time, to a licensed contractor for the installation of a residential heat pump water heater or residential heat pump HVAC system. The bill would require a permit to be issued, upon discretion of the administering jurisdiction, if the installation complies with specified checklist requirements. The bill would require a local entity described above to report to the commission when it implements the above-described automated permitting platform. The bill would require an above-described local entity, in developing the above-described automated permitting process, to create the checklist described above of all requirements for a residential heat pump water heater or residential HVAC system to be eligible for the above-described expedited review, and, if the local entity has an internet website, publish and make publicly available, among other things, that checklist on their internet website. The bill would, upon confirmation by the local entity that the application and supporting documents are complete and meets specified requirements, deem the application complete and require the local entity to approve the application and issue all required permits or authorizations. The bill would, upon receipt of an incomplete application, require the local entity to issue a written correction notice, as specified.

The bill would, except as specified, prohibit a city, including a charter city, county, or city and county from charging a residential permit fee for heat pump water heaters and heat pump HVAC systems that exceeds the estimated reasonable cost of providing the service for which the fee is charged, subject to specified requirements, including that the residential permit fee for a heat pump water heater system does not exceed \$50. The bill would, notwithstanding that provision, authorize a local entity described above to charge a residential permit fee for the installation of a heat pump water heater or heat pump HVAC system that exceeds the above-described fee limit, as specified, if the local entity, as part of a written finding and an adopted resolution or ordinance, provides substantial evidence of the reasonable cost to issue the permit, and would prohibit the local entity from applying additional charges above the advertised fee schedule.



The bill would include findings and declarations related to these provisions.

(2) Existing law, the Davis-Stirling Common Interest Development Act, defines and regulates common interest developments. Among other things, the act makes a provision of the governing documents, as defined, or architectural or landscaping guidelines or policies void and unenforceable if, among other things, the provision prohibits, or includes conditions that have the effect of prohibiting, the use of low water-using plants as a group or as a replacement of existing turf.

This bill would additionally make any provision of the governing documents, architectural guidelines, or policies void and unenforceable if the provision prevents the replacement of a fuel-gas-burning appliance with an electric appliance. The bill would also make any covenant, restriction, or condition contained in any, among other specified agreements, deed, and any provision of a governing document, that effectively prohibits or restricts the installation or use of a residential heat pump water heater or heat pump HVAC system, void and unenforceable.

(3) The bill would include findings that changes proposed by this bill address a matter of statewide concern rather than a municipal affair and, therefore, apply to all cities, including charter cities.

(4) 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 4737 is added to the Civil Code, to read:
- 2 4737. (a) Notwithstanding any other law, any provision of the
- 3 governing documents, architectural guidelines, or policies shall
- 4 be void and unenforceable if the provision prevents the replacement
- 5 of a fuel-gas-burning appliance with an electric appliance.
- 6 (b) Any covenant, restriction, or condition contained in any
- 7 deed, contract, security instrument, or other instrument affecting

1 the transfer or sale of, or any interest in, real property, and any  
2 provision of a governing document, that effectively prohibits or  
3 restricts the installation or use of a residential heat pump water  
4 heater or heat pump heating, ventilation, and air conditioning  
5 (HVAC) system is void and unenforceable.

6 SEC. 2. Chapter 7.5 (commencing with Section 51297.50) is  
7 added to Part 1 of Division 1 of Title 5 of the Government Code,  
8 to read:

9

10 CHAPTER 7.5. RESIDENTIAL HEAT PUMP SYSTEM INSTALLATION  
11 CERTIFICATION

12

13 51297.50. The Legislature finds and declares all of the  
14 following:

15 (a) The oversight of permitting for residential heat pump water  
16 heater and heat pump heating, ventilation, and air condition  
17 (HVAC) systems is a matter of statewide concern and not a  
18 municipal affair. Nothing in this chapter is intended to imply the  
19 approval of any other local fees for heat pump permitting not  
20 specified in this chapter.

21 (b) It is the intent of the Legislature that local agencies do not  
22 adopt ordinances that create unreasonable barriers to the installation  
23 of heat pumps and not unreasonably restrict the ability of home  
24 and residential property owners to install heat pumps.

25 (c) It is the policy of the state to promote and encourage the use  
26 of zero-emission water heating and space heating and cooling  
27 systems, and to limit obstacles to their use.

28 (d) It is the intent of the Legislature that local agencies comply  
29 not only with provisions declared in this section, but also the  
30 legislative intent to encourage the installation of residential heat  
31 pump systems by removing obstacles to, and minimizing costs of,  
32 permitting, so long as the action does not supersede the building  
33 official's authority to identify and address higher priority life-safety  
34 situations.

35 (e) Each state entity should streamline codes and standards  
36 compliance processes with the intent of increasing permitted work  
37 without undermining the integrity of the code measures, especially  
38 when it comes to appliance retrofits.

39 51297.51. For purposes of this chapter, the following  
40 definitions apply:

1 (a) “Commission” means the State Energy Resources  
2 Conservation and Development Commission, which is also known  
3 as the Energy Commission.

4 (b) “Heat pump system installation certification” means a state  
5 certification issued pursuant to this chapter for residential heat  
6 pump water heater and heat pump HVAC system installations.

7 (c) “HVAC” means heating, ventilation, and air conditioning.

8 (d) “Low voltage plug-in appliance” means an appliance with  
9 a voltage rating of 120 volts or less.

10 51297.52. (a) (1) On or before January 1, 2027, the  
11 commission shall establish a statewide certification program for  
12 licensed contractors of residential heat pump water heater and heat  
13 pump HVAC systems to obtain a heat pump system installation  
14 certification.

15 (2) The commission shall create a state training program on  
16 residential heat pump water heater and heat pump HVAC systems  
17 for purposes of the statewide certification program. Any training  
18 program created pursuant to this paragraph shall not exceed seven  
19 hours in length.

20 (b) A licensed contractor may obtain a heat pump system  
21 installation certification through the statewide certification program  
22 by completing any of the following:

23 (1) Obtaining certifications for residential heat pump water  
24 heater or heat pump HVAC systems, as applicable, through the  
25 Technology and Equipment for Clean Heating (TECH) Initiative,  
26 developed pursuant to Section 922 of the Public Utilities Code.

27 (2) Successful completion of a number, to be determined by the  
28 local jurisdiction, but not to exceed 5 per system type, of heat  
29 pump water heaters and for heat pump HVAC systems, as  
30 applicable, without requiring any cures.

31 (3) Completion of a state training program created by the  
32 commission pursuant to paragraph (2) of subdivision (a).

33 51297.53. (a) (1) Notwithstanding any local law to the  
34 contrary, a licensed contractor with a heat pump system installation  
35 certification issued pursuant to this chapter, may self-certify that  
36 the installation of a residential heat pump water heater or heat  
37 pump HVAC system meets all relevant code requirements without  
38 any requirement that an inspector be present for the installation.  
39 A city, including a charter city, county, or city and county shall

1 accept a heat pump system installation certification for these  
2 purposes.

3 (2) Subject to the local jurisdiction’s discretion, a licensed  
4 contractor with a heat pump system installation certification shall  
5 remain subject to spot check inspections at a rate not to exceed  
6 one inspection per every 10 installations.

7 (b) (1) A city, including a charter city, county, or city and  
8 county shall adopt and offer one or more alternative inspection  
9 options that do not require a licensed contractor and an inspector  
10 to be simultaneously present during the installation of a heat pump  
11 water heater or heat pump HVAC system, which shall be available  
12 to licensed contractors who do not have a heat pump system  
13 installation certification described in subdivision (a).

14 (2) Notwithstanding any local law to the contrary, a city,  
15 including a charter city, county, or city and county, a licensed  
16 contractor who successfully completes a number, to be determined  
17 by the local jurisdiction but not to exceed five per system type, of  
18 residential heat pump water heater or heat pump HVAC system  
19 in-person inspections of installations, as applicable, that did not  
20 require any cures may use an alternative inspection option offered  
21 pursuant to paragraph (1). A city, including a charter city, county,  
22 or city and county shall accept an alternative inspection option for  
23 these purposes.

24 (c) If the city, county, or city and county has an internet website,  
25 the local entity shall publish all requirements for contractors to  
26 obtain a heat pump system installation certification as described  
27 in subdivision (a), or to complete inspections without a certification  
28 as described in subdivision (b), on a publicly accessible internet  
29 website.

30 51297.54. (a) Except as otherwise provided in subdivision (b),  
31 a city, including a charter city, county, or city and county may  
32 issue up to one nondiscretionary permit per installation of a  
33 residential heat pump water heater or heat pump HVAC system  
34 in which the city, county, or city and county administratively  
35 approves an application to install the residential heat pump water  
36 heater or heat pump HVAC system and the application is subject  
37 to a limited review.

38 (b) Notwithstanding subdivision (a), a city, including a charter  
39 city, county, or city and county may issue more than one  
40 nondiscretionary permit requested by a licensed contractor for the

1 installation of a residential heat pump water heater or heat pump  
2 HVAC system in the following circumstances:

3 (1) The first inspection requires a cure.

4 (2) The city, county, or city and county makes written findings  
5 based upon substantial evidence that the proposed installation  
6 would have a specific, adverse impact on public health or safety,  
7 and there is no feasible method to satisfactorily mitigate or avoid  
8 the specific, adverse impact.

9 (c) An applicant may appeal a denial of an additional  
10 nondiscretionary permit described in subdivision (b) to the local  
11 planning commission of the city, county, or city and county.

12 51297.55. (a) A city, including a charter city, county, or city  
13 and county, shall not apply additional standards on the installation  
14 of residential heat pump water heater or residential heat pump  
15 HVAC systems beyond statutory provisions or regulations relating  
16 to the installation of those heat pump systems in a residence,  
17 including the California Building Standards Code (Title 24 of the  
18 California Code of Regulations).

19 (b) Any additional standards that exceed statutory provisions  
20 or regulations relating to the installation of a residential heat pump  
21 water heater or heat pump HVAC system in a residence shall be  
22 considered null and void unless the city, county, or city and county  
23 provides substantial evidence that the standard is designed to  
24 mitigate the specific, adverse impact upon the public health or  
25 safety at the lowest cost possible.

26 (c) Notwithstanding subdivisions (a) and (b), additional  
27 standards may be applied that conform to local laws designed to  
28 require the adoption of zero-emission equipment or improvement  
29 of building efficiency.

30 (d) A city, including a charter city, county, or city and county,  
31 shall not require a permit or inspection for any low voltage plug-in  
32 appliance.

33 51297.56. (a) (1) On or before July 1, 2027, a city, including  
34 a charter city, county, or city and county, other than a city, county,  
35 or city and county described in paragraph (2), shall implement an  
36 online, automated permitting platform that verifies code compliance  
37 and issues permits in real time, or allows the city, county, or city  
38 and county to issue permits in real time, to a licensed contractor  
39 for the installation of a residential heat pump water heater or  
40 residential heat pump HVAC system. A permit authorized by this

1 section shall be issued, upon discretion of the administering  
2 jurisdiction, if the installation of a residential heat pump water  
3 heater or residential heat pump HVAC system complies with the  
4 checklist requirements created pursuant to subdivision (b).

5 (2) Paragraph (1) shall not apply to a city, including a charter  
6 city, with a population of fewer than 5,000 or a county with a  
7 population of fewer than 150,000, including each city or charter  
8 city within that county.

9 (3) A city, including a charter city, county, or city and county  
10 shall report to the commission when it implements the online,  
11 automated permitting platform described in paragraph (1).

12 (b) (1) In developing the automated permitting process  
13 described in subdivision (a), the city, county, or city and county  
14 shall create a checklist of all requirements for installations of  
15 residential heat pump water heater and HVAC systems to be  
16 eligible for expedited review pursuant to this section.

17 (2) The city, county, or city and county, if the city, county, or  
18 city and county has an internet website, shall publish and make  
19 publicly available a list of the requirements described in paragraph  
20 (1) of subdivision (a), the checklist described in paragraph (1) of  
21 this subdivision, any required permitting documentation, and a list  
22 of all relevant fees and fee amounts that may be imposed by the  
23 city, county, or city and county on a heat pump HVAC or water  
24 heater installation, including, but not limited to, permit fees and  
25 inspection fees, on a publicly accessible internet website.

26 (3) The city, county, or city and county shall allow an applicant  
27 to submit an automated permit application and associated  
28 documentation electronically, and shall authorize the applicant to  
29 submit an electronic signature on all forms, applications, and other  
30 documentation instead of a wet signature by an applicant.

31 (c) (1) Upon confirmation by the city, including a charter city,  
32 county, or city and county of the application and supporting  
33 documents being complete and meeting the requirements described  
34 in subdivision (a), the application shall be deemed complete and  
35 the local entity shall approve the application and issue all required  
36 permits or authorizations.

37 (2) Upon receipt of an incomplete application, a city, including  
38 a charter city, county, or city and county shall issue a written  
39 correction notice detailing all deficiencies in the application and

1 any additional information required to be eligible for expedited  
2 permit issuance.

3 51297.57. (a) (1) A city, including a charter city, county, or  
4 city and county, except as specified in subdivision (b), shall not  
5 charge a residential permit fee for heat pump water heater and heat  
6 pump HVAC systems that exceeds the estimated reasonable cost  
7 of providing the service for which the fee is charged, subject to  
8 the following limitations:

9 (A) The residential permit fee for a heat pump water heater  
10 system shall not exceed fifty dollars (\$50).

11 (B) The residential permit fee for a heat pump HVAC system  
12 shall not exceed one hundred fifty dollars (\$150).

13 (2) The residential permit fee shall be waived for the installation  
14 of a heat pump water heater or heat pump HVAC system where a  
15 qualified contractor self-certifies code compliance, unless the  
16 building official of the local jurisdiction determines that additional  
17 cures are required.

18 (3) Paragraph (1) shall not apply to a city, including a charter  
19 city, with a population of fewer than 5,000 and a county with a  
20 population of fewer than 150,000, including each city or charter  
21 city within that county.

22 (b) (1) Notwithstanding subdivision (a), a city, including a  
23 charter city, county, or city and county may charge a residential  
24 permit fee for the installation of a heat pump water heater or a heat  
25 pump HVAC system that exceeds the fee limits specified in  
26 subdivision (a) if the city, including a charter city, county, or city  
27 and county, as part of a written finding and an adopted resolution  
28 or ordinance, provides substantial evidence of the reasonable cost  
29 to issue the permit.

30 (2) A residential permit fee described in paragraph (1) shall be  
31 subject to all of the following requirements:

32 (A) The fee shall correspond to the typical reasonable cost  
33 demonstrated by the city, county, or city and county for the  
34 equipment type.

35 (B) The fee shall be set at a regular fixed amount per appliance  
36 type.

37 (C) The fee shall be listed publicly.

38 (3) A city, county, or city and county shall not apply additional  
39 charges above the publicly listed fee.

1 SEC. 3. The Legislature finds and declares that the oversight  
2 of permitting for residential heat pump water heater and heat pump  
3 heating, ventilation, and air conditioning (HVAC) systems is a  
4 matter of statewide concern and is not a municipal affair as that  
5 term is used in Section 5 of Article XI of the California  
6 Constitution. Therefore, Section 2 of this act, adding Chapter 7.5  
7 (commencing with Section 51297.50) to Part 1 of Division 1 of  
8 Title 5 of the Government Code, applies to all cities, including  
9 charter cities.

10 SEC. 4. If the Commission on State Mandates determines that  
11 this act contains costs mandated by the state, reimbursement to  
12 local agencies and school districts for those costs shall be made  
13 pursuant to Part 7 (commencing with Section 17500) of Division  
14 4 of Title 2 of the Government Code.

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**ASSEMBLY BILL**

**No. 546**

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**Introduced by Assembly Member Caloza  
(Principal coauthor: Assembly Member Rivas)**

February 11, 2025

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An act to add Section 1367.56 to the Health and Safety Code, and to add Section 10123.63 to the Insurance Code, relating to health care coverage, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 546, as introduced, Caloza. Health care coverage: portable HEPA purifiers and filters.

Existing law, the Knox-Keene Health Care Service Plan Act of 1975, provides for the licensure and regulation of health care service plans by the Department of Managed Health Care and makes a willful violation of the act's requirements a crime. Existing law provides for the regulation of health insurers by the Department of Insurance. Existing law sets forth specified coverage requirements for plan contracts and insurance policies, and limits the copayment, coinsurance, deductible, and other cost sharing that may be imposed for specified health care services.

This bill would require a health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2026, to include coverage for portable high-efficiency particulate air (HEPA) purifiers and filters for enrollees or insureds who are pregnant or diagnosed with asthma or chronic obstructive pulmonary disease. The bill would prohibit a portable HEPA purifier and filter covered pursuant to these provisions from being subject to a deductible, coinsurance, or copayment requirement.

Because a willful violation of these provisions by a health care service plan would be a crime, 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 no reimbursement is required by this act for a specified reason.

This bill would declare that it is to take effect immediately as an urgency statute.

Vote:  $\frac{2}{3}$ . 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 1367.56 is added to the Health and Safety
- 2 Code, to read:
- 3 1367.56. (a) A health care service plan contract issued,
- 4 amended, or renewed on or after January 1, 2026 , shall include
- 5 coverage for portable high-efficiency particulate air (HEPA)
- 6 purifiers and filters for enrollees who are pregnant and enrollees
- 7 diagnosed with asthma or chronic obstructive pulmonary disease
- 8 (COPD).
- 9 (1) A portable HEPA purifier and filter pursuant to this section
- 10 shall not be subject to a deductible, coinsurance, or copayment
- 11 requirement.
- 12 (2) If a health care service plan contract is a high deductible
- 13 health plan, as defined in Section 223(c)(2) of Title 26 of the
- 14 United States Code, the contract shall not impose cost sharing as
- 15 specified in this section, unless not applying cost sharing would
- 16 conflict with federal requirements for high deductible health plans.
- 17 (b) (1) For purposes of this section, a portable HEPA purifier
- 18 and filter uses a mechanical air filter that can remove at least 99%
- 19 of airborne particles that are 10 microns in size or have a minimum
- 20 efficiency reporting value (MERV) of 13 or higher.
- 21 (2) A HEPA filter includes a filter used for air purification
- 22 systems for home use or portable use.
- 23 (c) This section shall apply to enrollees of a Public Employees’
- 24 Retirement System (CalPERS) sponsored health plan and members

1 of the State Teachers' Retirement System (CalSTRS) who receive  
2 a health care benefit under CalSTRS.

3 (d) (1) This section shall not apply to a Medicare supplement  
4 policy or a specialized health care service plan contract that covers  
5 only dental or vision benefits.

6 (2) This section shall not apply to Medi-Cal managed care plans  
7 that contract with the State Department of Health Care Services  
8 pursuant to Chapter 7 (commencing with Section 14000) of, and  
9 Chapter 8 (commencing with Section 14200) of, Part 3 of Division  
10 9 of the Welfare and Institutions Code.

11 (3) This section shall not apply with respect to self-insured  
12 employer plans governed by the Employee Retirement Income  
13 Security Act of 1974 (ERISA) (Public Law 93-406).

14 SEC. 2. Section 10123.63 is added to the Insurance Code, to  
15 read:

16 10123.63. (a) A health insurance policy issued, amended, or  
17 renewed on or after January 1, 2026, shall include coverage for  
18 portable high-efficiency particulate air (HEPA) purifiers and filters  
19 for insureds who are pregnant and insureds diagnosed with asthma  
20 or chronic obstructive pulmonary disease (COPD).

21 (1) A portable HEPA purifier and filter pursuant to this section  
22 shall not be subject to a deductible, coinsurance, or copayment  
23 requirement.

24 (2) If a health insurance policy is a high deductible health plan,  
25 as defined in Section 223(c)(2) of Title 26 of the United States  
26 Code, the contract shall not impose cost sharing as specified in  
27 this section, unless not applying cost sharing would conflict with  
28 federal requirements for high deductible health plans.

29 (b) (1) For purposes of this section, a portable HEPA purifier  
30 and filter uses a mechanical air filter that can remove at least 99%  
31 of airborne particles that are 10 microns in size or have a minimum  
32 efficiency reporting value (MERV) of 13 or higher.

33 (2) A HEPA filter includes a filter used for air purification  
34 systems for home use or portable use.

35 (c) This section shall apply to insureds of a Public Employees'  
36 Retirement System (CalPERS) sponsored health plan and members  
37 of the State Teachers' Retirement System (CalSTRS) who receive  
38 a health care benefit under CalSTRS.

1 (d) (1) This section shall not apply to a Medicare supplement  
2 policy or a specialized health insurance policy that covers only  
3 dental or vision benefits.

4 (2) This section shall not apply with respect to self-insured  
5 employer plans governed by the Employee Retirement Income  
6 Security Act of 1974 (ERISA) (Public Law 93-406).

7 SEC. 3. No reimbursement is required by this act pursuant to  
8 Section 6 of Article XIII B of the California Constitution because  
9 the only costs that may be incurred by a local agency or school  
10 district will be incurred because this act creates a new crime or  
11 infraction, eliminates a crime or infraction, or changes the penalty  
12 for a crime or infraction, within the meaning of Section 17556 of  
13 the Government Code, or changes the definition of a crime within  
14 the meaning of Section 6 of Article XIII B of the California  
15 Constitution.

16 SEC. 4. This act is an urgency statute necessary for the  
17 immediate preservation of the public peace, health, or safety within  
18 the meaning of Article IV of the California Constitution and shall  
19 go into immediate effect. The facts constituting the necessity are:

20 Pregnant women who are exposed to particulate matter from  
21 wildfire smoke face a higher risk of preterm birth than women  
22 who were not exposed. Wildfire smoke can additionally trigger  
23 asthma attacks or chronic obstructive pulmonary disease (COPD).  
24 To mitigate these outcomes, it is necessary that this act take effect  
25 immediately.

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**ASSEMBLY BILL**

**No. 907**

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**Introduced by Assembly Member Chen**

February 19, 2025

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An act to amend Section 39512.5 of the Health and Safety Code, relating to the State Air Resources Board.

LEGISLATIVE COUNSEL'S DIGEST

AB 907, as introduced, Chen. State Air Resources Board: board members: compensation.

Existing law establishes the State Air Resources Board consisting of 14 members with 12 members appointed by the Governor, with the consent of the Senate. Existing law provides that, of the 12 members appointed by the Governor, 6 of those members are to be from certain air quality management districts or air pollution control districts, as provided. In addition to the 14 members of the state board, existing law provides that 2 Members of the Legislature serve on the state board as ex officio, nonvoting members of the state board. Existing law provides that members appointed as members from the air districts serve on the state board without compensation. Existing law provides that the elected official members of the state board receive \$100 for each day, or a portion of that amount, but not to exceed \$1,000 in any month, attending meetings of the state board or its committees, or upon authorization of the state board while on official business of the state board (per diem amount). Existing law specifies the annual salary of each member of the state board.

This bill would repeal the prohibition on compensation of the members of the state board from air districts and would specify that those members are to receive the annual salary provided to other members

of the state board. The bill would repeal the per diem amount provided to elected official members of the state board.

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

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

1 SECTION 1. Section 39512.5 of the Health and Safety Code  
2 is amended to read:

3 39512.5. (a) With respect to the members appointed pursuant  
4 to subdivision (d) of Section 39510, those members shall ~~serve~~  
5 ~~without compensation but shall~~ be reimbursed for actual and  
6 necessary expenses incurred in the performance of their duties to  
7 the extent that reimbursement for expenses is not otherwise  
8 provided or payable by another public agency or agencies. ~~Each~~  
9 ~~elected public official member of the state board shall receive one~~  
10 ~~hundred dollars (\$100) for each day, or portion thereof, but not to~~  
11 ~~exceed one thousand dollars (\$1,000) in any month, attending~~  
12 ~~meetings of the state board or committees thereof, or upon~~  
13 ~~authorization of the state board while on official business of the~~  
14 ~~state board.~~

15 (b) Reimbursements made pursuant to subdivision (a) shall be  
16 made as follows:

17 (1) A member appointed from a district that is specifically  
18 named in subdivision (d) of Section 39510 shall be reimbursed by  
19 the district from which the person qualified for membership.

20 (2) The member appointed as a board member of a district that  
21 is not specifically named in subdivision (d) of Section 39510 shall  
22 be reimbursed by the state board.

23 (c) *Each member described in subdivision (a) shall receive the*  
24 *salary specified in Section 11564 of the Government Code to be*  
25 *paid by the state board.*

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**ASSEMBLY BILL**

**No. 339**

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**Introduced by Assembly Member Ortega**

January 28, 2025

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An act to add Section 3504.1 to the Government Code, relating to public employment.

LEGISLATIVE COUNSEL'S DIGEST

AB 339, as introduced, Ortega. Local public employee organizations: notice requirements.

Existing law, the Meyers-Milias-Brown Act, contains various provisions that govern collective bargaining of local represented employees and delegates jurisdiction to the Public Employment Relations Board to resolve disputes and enforce the statutory duties and rights of local public agency employers and employees. Existing law requires the governing body of a public agency to meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations.

Existing law requires the governing body of a public agency, and boards and commissions designated by law or by the governing body, to give reasonable written notice, except in cases of emergency, as specified, to each recognized employee organization affected of any ordinance, rule, resolution, or regulation directly relating to matters within the scope of representation proposed to be adopted by the governing body or the designated boards and commissions.

This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals,

request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract. The bill would also require the public agency, if an emergency or other exigent circumstance prevents the public agency from providing the written notice described above, to provide as much advance notice as is practicable under the circumstances. If the recognized employee organization demands to meet and confer within 30 days of receiving the written notice, the bill would require the public agency and recognized employee organization to promptly meet and confer in good faith, as specified. By imposing new duties on local public agencies, 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 no reimbursement shall be made pursuant to these statutory provisions for costs mandated by the state pursuant to this act, but would recognize that a local agency or school district may pursue any available remedies to seek reimbursement for these costs.

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 3504.1 is added to the Government Code,
- 2 immediately following Section 3504, to read:
- 3 3504.1. (a) Except as provided in subdivision (c), the
- 4 governing body of a public agency, and boards and commissions
- 5 designated by law or by the governing body of a public agency,
- 6 shall give the recognized employee organization no less than 120
- 7 days' written notice before issuing a request for proposals, request
- 8 for quotes, or renewing or extending an existing contract, to
- 9 perform services that are within the scope of work of the job
- 10 classifications represented by the recognized employee
- 11 organization.
- 12 (b) The written notice specified in subdivision (a) shall include
- 13 all of the following:



- 1 (1) The anticipated duration of the contract.
- 2 (2) The scope of work under the contract.
- 3 (3) The anticipated cost of the contract.
- 4 (4) The draft solicitation, or if not yet drafted, any information
- 5 that would normally be included in a solicitation.
- 6 (5) The reason the public agency believes the contract is
- 7 necessary.
- 8 (c) If an emergency or other exigent circumstance prevents the
- 9 public agency from providing the amount of notice required by
- 10 subdivision (a), the public agency shall provide as much advance
- 11 notice as is practicable under the circumstances.
- 12 (d) If the recognized employee organization demands to meet
- 13 and confer within 30 days of receiving the written notice, the public
- 14 agency and recognized employee organization shall promptly meet
- 15 and confer in good faith relating to the public agency's proposed
- 16 decision to enter into the contract and any negotiable effects
- 17 thereof.
- 18 (e) At the request of the exclusive representative, the parties
- 19 shall reopen negotiations on all or a part of a memorandum of
- 20 understanding to reach a mutual agreement concerning the subjects
- 21 set forth in subdivisions (a) and (b).
- 22 (f) (1) This section shall not diminish any rights of an employee
- 23 or recognized employee organization provided by law or a
- 24 memorandum of understanding.
- 25 (2) This section shall not invalidate any provision of a
- 26 memorandum of understanding in effect on the operative date of
- 27 this section.
- 28 SEC. 2. No reimbursement shall be made pursuant to Part 7
- 29 (commencing with Section 17500) of Division 4 of Title 2 of the
- 30 Government Code for costs mandated by the state pursuant to this
- 31 act. It is recognized, however, that a local agency or school district
- 32 may pursue any remedies to obtain reimbursement available to it
- 33 under Part 7 (commencing with Section 17500) and any other law.

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**ASSEMBLY BILL**

**No. 1226**

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**Introduced by Assembly Member Essayli**  
**(Coauthors: Assembly Members Alanis, Castillo, Davies, DeMaio,**  
**Flora, Gallagher, Sanchez, and Wallis)**

February 21, 2025

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An act to amend Section 41853 of the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 1226, as introduced, Essayli. Air quality: wildland vegetation management burning: permits: exemption.

Existing law authorizes the State Air Resources Board to designate public fire protection agencies or other equivalent agencies to issue permits, subject to the rules and regulations of the state board, for agricultural burning, which includes wildland vegetation management burning, as specified.

This bill would revise those provisions to also require the state board to designate those agencies to oversee agricultural burning activities and to adopt rules and regulations to ensure those activities are conducted safely and effectively. The bill would exempt wildland vegetation management burning from the above-described permit requirement if that activity is conducted by, or under the supervision of, the applicable agency designated by the state board. The bill would require the state board to develop guidelines and best practices for wildland vegetation management burning to ensure public safety and environmental protection.

By expanding the duties of local agencies, 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. Section 41853 of the Health and Safety Code is  
2 amended to read:

3 41853. (a) The state board shall designate public fire protection  
4 agencies or other equivalent agencies *to oversee agricultural*  
5 *burning activities and to issue permits under subdivision (a) of*  
6 *pursuant to Section 41852, and 41852. The state board shall adopt*  
7 *rules and regulations to ensure those activities are conducted safely*  
8 *and effectively and to provide a procedure for the issuance of the*  
9 *permits. Each agency so designated by the state board pursuant*  
10 *to this section shall issue permits subject to the rules and*  
11 *regulations of the state board.*

12 (b) *Notwithstanding Section 41852, wildland vegetation*  
13 *management burning, as defined in subdivision (c) of Section*  
14 *39011, shall be exempt from the permitting requirements of Section*  
15 *41852 and from Section 41701 if that activity is conducted by, or*  
16 *under the supervision of, the applicable public fire protection*  
17 *agency or other equivalent agency designated by the state board*  
18 *pursuant to subdivision (a).*

19 (c) *The state board shall develop guidelines and best practices*  
20 *for wildland vegetation management burning to ensure public*  
21 *safety and environmental protection.*

22 SEC. 2. If the Commission on State Mandates determines that  
23 this act contains costs mandated by the state, reimbursement to  
24 local agencies and school districts for those costs shall be made  
25 pursuant to Part 7 (commencing with Section 17500) of Division  
26 4 of Title 2 of the Government Code.

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**ASSEMBLY BILL**

**No. 1368**

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**Introduced by Assembly Member Wallis**

February 21, 2025

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An act to amend Section 44011 of the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 1368, as introduced, Wallis. Smog check: exemption.

Existing law establishes a motor vehicle inspection and maintenance (smog check) program that is administered by the Department of Consumer Affairs. The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Existing law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model year. Existing law also exempts from specified portions of the smog test a collector motor vehicle that is insured as a collector motor vehicle, is at least 35 model years old, complies with the exhaust emissions standards for that motor vehicle's class and model year as prescribed by the department, and that passes a functional inspection of the fuel cap and a visual inspection for liquid fuel leaks.

This bill would make nonsubstantive changes to the above provision.

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

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

1 SECTION 1. Section 44011 of the Health and Safety Code is  
 2 amended to read:

3 44011. (a) All motor vehicles powered by internal combustion  
 4 engines that are registered within an area designated for program  
 5 coverage shall be required biennially to obtain a certificate of  
 6 compliance or noncompliance, except for the following:

7 (1) All motorcycles until the department, pursuant to Section  
 8 44012, implements test procedures applicable to motorcycles.

9 (2) All motor vehicles that have been issued a certificate of  
 10 compliance or noncompliance or a repair cost waiver upon a change  
 11 of ownership or initial registration in this state during the preceding  
 12 six months.

13 (3) All motor vehicles manufactured prior to the 1976  
 14 ~~model-year~~ *model year*.

15 (4) (A) Except as provided in subparagraph (B), all motor  
 16 vehicles four or less ~~model-years~~ *model years* old.

17 (B) (i) Beginning January 1, 2005, all motor vehicles six or  
 18 less ~~model-years~~ *model years* old, unless the state board finds that  
 19 providing an exception for these vehicles will prohibit the state  
 20 from meeting the requirements of Section 176(c) of the federal  
 21 Clean Air Act (42 U.S.C. Sec. 7401 et seq.) or the state's  
 22 commitments with respect to the state implementation plan required  
 23 by the federal Clean Air Act.

24 (ii) Notwithstanding clause (i), beginning January 1, 2019, all  
 25 motor vehicles eight or less ~~model-years~~ *model years* old, unless  
 26 the state board finds that providing an exception for these vehicles  
 27 will prohibit the state from meeting the requirements of Section  
 28 176(c) of the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.)  
 29 or the state's commitments with respect to the state implementation  
 30 plan required by the federal Clean Air Act.

31 (iii) Clause (ii) does not apply to a motor vehicle that is seven  
 32 ~~model-years~~ *model years* old in year 2018 for which a certificate  
 33 of compliance has been obtained.

34 (C) All motor vehicles excepted by this paragraph shall be  
 35 subject to testing and to certification requirements as determined  
 36 by the department, if any of the following apply:

37 (i) The department determines through remote sensing activities  
 38 or other means that there is a substantial probability that the vehicle

1 has a tampered emission control system or would fail for other  
2 cause a smog check test as specified in Section 44012.

3 (ii) The vehicle was previously registered outside this state and  
4 is undergoing initial registration in this state.

5 (iii) The vehicle is being registered as a specially constructed  
6 vehicle.

7 (iv) The vehicle has been selected for testing pursuant to Section  
8 44014.7 or any other provision of this chapter authorizing  
9 out-of-cycle testing.

10 (D) This paragraph does not apply to diesel-powered vehicles.

11 (5) In addition to the vehicles exempted pursuant to paragraph  
12 (4), any motor vehicle or class of motor vehicles exempted pursuant  
13 to subdivision (c) of Section 44024.5. It is the intent of the  
14 Legislature that the department, pursuant to the authority granted  
15 by this paragraph, exempt at least 15 percent of the lowest emitting  
16 motor vehicles from the biennial smog check inspection.

17 (6) All motor vehicles that the department determines would  
18 present prohibitive inspection or repair problems.

19 (7) Any vehicle registered to the owner of a fleet licensed  
20 pursuant to Section 44020 if the vehicle is garaged exclusively  
21 outside the area included in program coverage, and is not primarily  
22 operated inside the area included in program coverage.

23 (8) (A) All diesel-powered vehicles manufactured prior to the  
24 ~~1998 model year.~~ *model year.*

25 (B) All diesel-powered vehicles that have a gross vehicle weight  
26 rating of 8,501 to 10,000 pounds, inclusive, until the department,  
27 in consultation with the state board, pursuant to Section 44012,  
28 implements test procedures applicable to these vehicles.

29 (C) All diesel-powered vehicles that have a gross vehicle weight  
30 rating from 10,001 pounds to 14,000 pounds, inclusive, until the  
31 state board and the Department of Motor Vehicles determine the  
32 best method for identifying these vehicles, and until the department,  
33 in consultation with the state board, pursuant to Section 44012,  
34 implements test procedures applicable to these vehicles.

35 (D) All diesel-powered vehicles that have a gross vehicle weight  
36 rating of 14,001 pounds or greater.

37 (b) Vehicles designated for program coverage in enhanced areas  
38 shall be required to obtain inspections from appropriate smog  
39 check stations operating in enhanced areas.

- 1 (c) For purposes of subdivision (a), a collector motor vehicle,  
2 as defined in Section 259 of the Vehicle Code, is exempt from  
3 those portions of the test required by subdivision (f) of Section  
4 44012 if the collector motor vehicle meets all of the following  
5 criteria:
- 6 (1) Submission of proof that the motor vehicle is insured as a  
7 collector motor vehicle, as shall be required by regulation of the  
8 bureau.
  - 9 (2) The motor vehicle is at least 35~~-model-years~~ *model years*  
10 old.
  - 11 (3) The motor vehicle complies with the exhaust emissions  
12 standards for that motor vehicle's class and~~-model-year~~ *model year*  
13 as prescribed by the department, and the motor vehicle passes a  
14 functional inspection of the fuel cap and a visual inspection for  
15 liquid fuel leaks.

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**Introduced by Senator Grove**February 21, 2025

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An act to amend Section 44011 of the Health and Safety Code, relating to air pollution.

## LEGISLATIVE COUNSEL'S DIGEST

SB 712, as introduced, Grove. Smog check: exemption.

Existing law establishes a motor vehicle inspection and maintenance (smog check) program that is administered by the Department of Consumer Affairs. The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Existing law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model year. Existing law also exempts from specified portions of the smog test a collector motor vehicle that is insured as a collector motor vehicle, is at least 35 model years old, complies with the exhaust emissions standards for that motor vehicle's class and model year as prescribed by the department, and that passes a functional inspection of the fuel cap and a visual inspection for liquid fuel leaks.

This bill would delete the above partial smog check exemption for collector motor vehicles from existing law. Instead, the bill would fully exempt a collector motor vehicle from the smog check requirement if the vehicle is at least 35 model years old and proof is submitted that the motor vehicle is insured as a collector motor vehicle, as specified.

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



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

1 SECTION 1. Section 44011 of the Health and Safety Code is  
2 amended to read:

3 44011. (a) All motor vehicles powered by internal combustion  
4 engines that are registered within an area designated for program  
5 coverage shall be required biennially to obtain a certificate of  
6 compliance or noncompliance, except for the following:

7 (1) All motorcycles until the department, pursuant to Section  
8 44012, implements test procedures applicable to motorcycles.

9 (2) All motor vehicles that have been issued a certificate of  
10 compliance or noncompliance or a repair cost waiver upon a change  
11 of ownership or initial registration in this state during the preceding  
12 six months.

13 (3) All motor vehicles manufactured prior to the 1976  
14 ~~model-year~~ *model year*.

15 (4) (A) Except as provided in subparagraph (B), all motor  
16 vehicles four or less ~~model-years~~ *model years* old.

17 (B) (i) Beginning January 1, 2005, all motor vehicles six or  
18 less ~~model-years~~ *model years* old, unless the state board finds that  
19 providing an exception for these vehicles will prohibit the state  
20 from meeting the requirements of Section 176(c) of the federal  
21 Clean Air Act (42 U.S.C. Sec. 7401 et seq.) or the state's  
22 commitments with respect to the state implementation plan required  
23 by the federal Clean Air Act.

24 (ii) Notwithstanding clause (i), beginning January 1, 2019, all  
25 motor vehicles eight or less ~~model-years~~ *model years* old, unless  
26 the state board finds that providing an exception for these vehicles  
27 will prohibit the state from meeting the requirements of Section  
28 176(c) of the federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.)  
29 or the state's commitments with respect to the state implementation  
30 plan required by the federal Clean Air Act.

31 (iii) Clause (ii) does not apply to a motor vehicle that is seven  
32 ~~model-years~~ *model years* old in year 2018 for which a certificate  
33 of compliance has been obtained.

34 (C) All motor vehicles excepted by this paragraph shall be  
35 subject to testing and to certification requirements as determined  
36 by the department, if any of the following apply:

37 (i) The department determines through remote sensing activities  
38 or other means that there is a substantial probability that the vehicle

1 has a tampered emission control system or would fail for other  
2 cause a smog check test as specified in Section 44012.

3 (ii) The vehicle was previously registered outside this state and  
4 is undergoing initial registration in this state.

5 (iii) The vehicle is being registered as a specially constructed  
6 vehicle.

7 (iv) The vehicle has been selected for testing pursuant to Section  
8 44014.7 or any other provision of this chapter authorizing  
9 out-of-cycle testing.

10 (D) This paragraph does not apply to diesel-powered vehicles.

11 (5) In addition to the vehicles exempted pursuant to paragraph  
12 (4), any motor vehicle or class of motor vehicles exempted pursuant  
13 to subdivision (c) of Section 44024.5. It is the intent of the  
14 Legislature that the department, pursuant to the authority granted  
15 by this paragraph, exempt at least 15 percent of the lowest emitting  
16 motor vehicles from the biennial smog check inspection.

17 (6) All motor vehicles that the department determines would  
18 present prohibitive inspection or repair problems.

19 (7) Any vehicle registered to the owner of a fleet licensed  
20 pursuant to Section 44020 if the vehicle is garaged exclusively  
21 outside the area included in program coverage, and is not primarily  
22 operated inside the area included in program coverage.

23 (8) (A) All diesel-powered vehicles manufactured prior to the  
24 1998 ~~model-year~~ *model year*.

25 (B) All diesel-powered vehicles that have a gross vehicle weight  
26 rating of 8,501 to 10,000 pounds, inclusive, until the department,  
27 in consultation with the state board, pursuant to Section 44012,  
28 implements test procedures applicable to these vehicles.

29 (C) All diesel-powered vehicles that have a gross vehicle weight  
30 rating from 10,001 pounds to 14,000 pounds, inclusive, until the  
31 state board and the Department of Motor Vehicles determine the  
32 best method for identifying these vehicles, and until the department,  
33 in consultation with the state board, pursuant to Section 44012,  
34 implements test procedures applicable to these vehicles.

35 (D) All diesel-powered vehicles that have a gross vehicle weight  
36 rating of 14,001 pounds or greater.

37 (9) *A collector motor vehicle, as defined in Section 259 of the*  
38 *Vehicle Code, if the motor vehicle meets all of the following*  
39 *criteria:*

1 (A) *Submission of proof that the motor vehicle is insured as a*  
2 *collector motor vehicle, as shall be required by regulation of the*  
3 *bureau.*

4 (B) *The motor vehicle is at least 35 model years old.*

5 (b) Vehicles designated for program coverage in enhanced areas  
6 shall be required to obtain inspections from appropriate smog  
7 check stations operating in enhanced areas.

8 ~~(c) For purposes of subdivision (a), a collector motor vehicle,~~  
9 ~~as defined in Section 259 of the Vehicle Code, is exempt from~~  
10 ~~those portions of the test required by subdivision (f) of Section~~  
11 ~~44012 if the collector motor vehicle meets all of the following~~  
12 ~~criteria:~~

13 ~~(1) Submission of proof that the motor vehicle is insured as a~~  
14 ~~collector motor vehicle, as shall be required by regulation of the~~  
15 ~~bureau.~~

16 ~~(2) The motor vehicle is at least 35 model years old.~~

17 ~~(3) The motor vehicle complies with the exhaust emissions~~  
18 ~~standards for that motor vehicle's class and model year as~~  
19 ~~prescribed by the department, and the motor vehicle passes a~~  
20 ~~functional inspection of the fuel cap and a visual inspection for~~  
21 ~~liquid fuel leaks.~~

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# State Legislative Updates

## Policy, Grants, and Technology Committee

March 19, 2025

Alan Abbs

Legislative Officer

Legislative and Government Affairs

# Action Requested

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Recommend to the Board of Directors that the Board adopt the following positions on current State Legislation introduced in the California State Senate (SB) or California State Assembly (AB):

1. Oppose AB 339 (Ortega) – Local public employee organizations: notice requirements
2. Oppose AB 1226 (Essayli) – Air quality: wildland vegetation management burning: permits: exemption
3. Oppose AB 1368 (Wallis) – Smog check: exemption
4. Oppose SB 712 (Grove) – Smog check: exemption

# Presentation Outline

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## State Legislation

- Air District Co-Sponsored Bills
- Board-Approved Position Bills
- Additional Bills of Interest

**Abbreviations:** Assembly Bill (AB) | Senate Bill (SB) | California Air Resources Board (CARB) | Heating, Ventilation, and Air Conditioning (HVAC) | High-Efficiency Particulate Air (HEPA) | Vessel Speed Reduction (VSR)



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# Air District Co-Sponsored Bills

# AB 14 (Hart)

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## **Coastal resources: Protecting Blue Whales and Blue Skies Program**

This bill will expand the existing Protecting Blue Whales and Blue Skies VSR program to include ocean territories that are not covered by any VSR program – the San Diego region and the North Coast. The expansion of the Protecting Blue Whales and Blue Skies program to other areas of the California coast yields additional public health and ecosystem benefits.

Status: Introduced on December 2, 2024, and has been double-referred to the Assembly Water, Parks, and Wildlife Committee and the Assembly Natural Resources Committee – hearing dates pending.

Position: Co-Sponsor (approved by the Board on February 5, 2025)



# SB 282 (Wiener)

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## **The Heat Pump Access Act**

This bill will make cost-saving, energy efficient heat pump water heater and HVAC installations faster, simpler and more affordable by streamlining the permitting process.

Status: Introduced on February 5, 2025, and has been double-referred to the Senate Energy, Utilities, and Communications Committee and the Senate Local Government Committee – hearing dates pending.

Position: Co-Sponsor (approved by the Board on February 5, 2025)



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# Board-Approved Position Bills

# AB 546 (Caloza)

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## **Health care coverage: portable HEPA purifiers and filters**

This bill would require a health care service plan contract or health insurance policy issued, amended, or renewed on or after January 1, 2026, to include coverage for portable HEPA purifiers and filters for enrollees or insureds who are pregnant or diagnosed with asthma or chronic obstructive pulmonary disease. The bill would prohibit a portable HEPA purifier and filter covered pursuant to these provisions from being subject to a deductible, coinsurance, or copayment requirement.

Status: Introduced on February 11, 2025, and has been referred to the Assembly Health Committee – hearing date pending.

Position: Support (Approved by the Board on March 5, 2025)

# AB 907 (Chen)

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## **State Air Resources Board: board members: compensation**

The bill proposal would provide that CARB board members representing air districts receive the same level of compensation as other Governor-appointed voting CARB board members.

- Per current statute, Health and Safety Code Section 39512.5, air district CARB Board members only receive \$100 per meeting plus actual and necessary expenses

Status: Introduced on February 19, 2025. Committee referral pending.

Position: Support (approved by the Board on February 5, 2025)



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# Additional Bill(s) of Interest

# AB 339 (Ortega)

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## **Local public employee organizations: notice requirements**

This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 120 days' written notice before issuing a request for proposals, request for quotes, or renewing or extending an existing contract to perform services that are within the scope of work of the job classifications represented by the recognized employee organization. The bill would require the notice to include specified information, including the anticipated duration of the contract.

Status: Introduced on January 28, 2025, and has been referred to the Assembly Public Employment and Retirement Committee – hearing date March 19, 2025.

Staff Recommendation: Oppose

# AB 1226 (Essayli)

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## **Air quality: wildland vegetation management burning: permits: exemption**

This bill would exempt wildland vegetation management burning (prescribed burns) from local air district permitting requirements, including burn and no-burn decisions, if the burn was conducted by, or under the supervision of, an applicable public fire management agency.

Status: Introduced on February 21, 2025. Committee referral pending.

Staff Recommendation: Oppose

# AB 1368 (Wallis)

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## **Smog check: exemption**

Staff note: As of this writing, AB 1368 is still in spot bill form but by the time the Policy, Grants, and Technology Committee meets on March 19, 2025, the bill should have substantive language for the Committee's discussion and consideration.

Status: Introduced on February 21, 2025. Committee referral pending.

Staff Recommendation: Oppose



# SB 712 (Grove)

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## **Smog check: exemption**

This bill would fully exempt a collector motor vehicle from the smog check requirement if the vehicle is at least 35 model years old and proof is submitted that the motor vehicle is insured as a collector motor vehicle, as specified.

Status: Introduced on February 21, 2025. Committee referral pending.

Staff Recommendation: Oppose

# Additional Bills for Brief Discussion

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## Including, but not limited to the following bills:

- **AB 306 (Schultz)** – Building regulations: state building standards
- **AB 605 (Muratsuchi)** – Lower Emissions Equipment at Seaports and Intermodal Yards Program
- **AB 674 (Connolly)** – Clean Cars 4 All Program
- **AB 735 (Carrillo)** – Planning and zoning: logistics use: truck routes
- **AB 832 (Muratsuchi)** – School Energy Efficiency Stimulus Program: indoor air quality
- **AB 921 (Castillo)** – Generators: air pollution regulations: income tax credits
- **AB 1003 (Calderon)** – Public health: emergency plans: Wildfire Smoke Research and Education Fund

# Additional Bills for Brief Discussion (cont.)

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- [AB 1238 \(DeMaio\)](#) – Energy: gas stoves
- [AB 1243 \(Addis\)](#) – Polluters Pay Climate Superfund Act of 2025
- [AB 1250 \(Papan\)](#) – State Air Resources Board: regulations: ocean-going vessels: alternative fuels
- [AB 1305 \(Arambula\)](#) – Air pollution control and air quality management districts: permit information: internet website
- [SB 57 \(Padilla\)](#) – Data centers: tariff
- [SB 63 \(Wiener\)](#) – San Francisco Bay area: local revenue measure: transportation funding
- [SB 222 \(Wiener\)](#) – Climate disasters: civil actions
- [SB 223 \(Alvarado-Gil\)](#) – The Wildfire Smoke and Health Outcomes Data Act

# Additional Bills for Brief Discussion (cont.)

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- **SB 227 (Grayson)** – Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa
- **SB 318 (Becker)** – Air resources: Lewis-Presley Air Quality Management Act
- **SB 404 (Caballero)** – Hazardous materials: metal shredding facilities
- **SB 441 (Hurtado)** – State Air Resources Board: membership: removal: regulations: review
- **SB 474 (Niello)** – State Air Resources Board: regulatory authority: revocation
- **SB 684 (Menjivar)** – Polluters Pay Climate Superfund Act of 2025
- **SB 732 (Ochoa Bogh)** – Emergency backup generators: critical facilities: exemptions

*Additional bill information may be found on the [California Legislative Information](#) website.*

# Recap: Action Requested

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Recommend to the Board of Directors that the Board adopt the following positions on current State Legislation introduced in the California State Senate (SB) or California State Assembly (AB):

1. Oppose AB 339 (Ortega) – Local public employee organizations: notice requirements
2. Oppose AB 1226 (Essayli) – Air quality: wildland vegetation management burning: permits: exemption
3. Oppose AB 1368 (Wallis) – Smog check: exemption
4. Oppose SB 712 (Grove) – Smog check: exemption

# Questions?

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**For more information:**

Alan Abbs, Legislative Officer | [aabbs@baaqmd.gov](mailto:aabbs@baaqmd.gov)

**BAY AREA AIR DISTRICT**  
Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 19, 2025

Re: Update on Interstate 580 Truck Access Study

RECOMMENDED ACTION

None; the Committee will discuss, but no action is requested at this time.

BACKGROUND

The existing truck weight restriction along the 8.7-mile segment of Interstate 580 (I-580) through the City of Oakland has been in place for about six decades. As a result of the truck ban, I-580 has minimal truck traffic. In 2016, a study funded by the Environmental Defense Fund (EDF) found significant differences in measured air pollutant levels on the I-880 freeway compared to the I-580 freeway; for example, the average measured concentrations of black carbon along the I-880 corridor were roughly 80% higher than those along I-580.

Concerns have been raised about this truck ban and its role in creating disproportionate levels of exposure in low-income communities in the Oakland area. It is particularly concerning that overburdened communities of color near the I-880 freeway experience higher rates of asthma and other health issues than other areas of Alameda County. With the Air District, Caltrans, and the City of Oakland increasing their focus on equity and environmental justice, along with recent news articles highlighting the long-standing debate and racial inequities in Oakland, the I-580 truck ban is being questioned again.

In October 2019, the Assembly Bill (AB) 617 West Oakland Community Action Plan, Owing Our Air, was completed, which included a specific strategy to study the potential air pollution and health outcomes of lifting the ban and allowing truck traffic on I-580. In December 2021, the Alameda County Supervisor and Air District Board member, Nate Miley, held a Town Hall meeting for community members, residents, and stakeholders to discuss the truck ban and its potential implications, especially for the East Oakland community. The implementation of the West Oakland Community Action Plan and the discussions in the public forum called for a

comprehensive review of the truck ban.

In partnership with the Air District and the City of Oakland, Caltrans submitted a planning grant application in 2022 for a new study to Caltrans Headquarters: Interstate 580 Truck Access Study: Community, Equity, Traffic, Environment. Caltrans has had some difficulty with selecting the right contractor, but in the fall of 2024, Caltrans District 4 set up a contract with a transportation planning and engineering firm to lead the study. Caltrans District 4 is currently developing a contact landing website, project logo, and factsheets, and plans to start the study soon.

As stated in the request for proposal, the I-580 Truck Access Study seeks to answer the following question: How would removal of the truck ban affect safety, efficiency, reliability and velocity, along the I-880 and I-580 corridors, and impact health risk and equity for nearby populations?

It is important to note that AB 500 (Corbett, Chapter 212, Statutes of 2000) incorporated the I-580 truck ban into the California Vehicle Code (CVC). As a result, repealing the ban would require action from the state legislature.

## DISCUSSION

Caltrans has clarified that, at the conclusion of the study, a recommendation is expected on whether to remove the truck ban or pursue other methods to reduce emissions and improve equity for underserved residents, businesses, and industry within the study area. The planned I-580 Truck Access Study includes the following four interconnected components:

- Traffic Studies concerning truck access and traffic operations, freight networks and facilities, land uses, trip generators, and traffic system performance for both baseline case and future conditions in the study area.
- Health Studies concerning pollutant emissions, exposures, and noise impacts on both the I-580 and I-880 corridors by race, ethnicity, age, income levels, and other vulnerability-based demographics.
- Racial Equity Assessment of historical disparities and root causes in the study area, with an equity evaluation framework tool.
- Comprehensive Community Engagement Strategy to gather ideas and suggestions from the community, and ensure timely, broad, and inclusive community engagement within the study area.

The Air District has committed in-kind resources to help evaluate on-road vehicle emissions, near-road air quality, and exposure and health impacts under this project. A cross-Division workgroup will be formed within the Air District, and our key technical role will mainly focus on the health studies described above, leading specific tasks such as (a) assessing changes in air pollution levels with changes in



truck traffic in the 580 and 880 corridors and the nearby communities; and (b) assessing changes in exposure patterns by race, ethnicity, and income in the relevant communities. Based on the exposure and health impact comparison results, a mix of benefits and disbenefits across various Oakland and neighboring communities would be expected.

To support the general AB 617 analysis and community-scale modeling, the Air District has already developed an evaluation framework for baseline conditions of on-road mobile sources and set up roadway segment-level emissions and air quality modeling tools for the entire Bay Area. This framework and the associated modeling tools can serve as the basis for conducting the assessment of baseline scenarios (i.e., with the I-580 truck ban). However, to evaluate the potential changes in air quality and exposure impacts after lifting the truck ban, we will need a better understanding of how the amount and pattern of truck activities may vary along I-580, I-880, and other freeway/surface streets in the study area. Therefore, we have requested Caltrans include the Air District team in the Traffic Studies as a key reviewer, so we can effectively understand and comment on the assumptions and methodologies for truck activities assessment.

Under the Racial Equity Assessment and Comprehensive Community Engagement Strategy, the Planning and Climate Protection Division and the Environmental Justice Division within the Air District are expected to lead our supporting role in helping Caltrans conduct comprehensive community engagement and address any concerns from the stakeholders and affected communities. The Air District will help enhance community engagement, especially given our existing partnerships with the AB 617 Community Steering Committees in East Oakland and West Oakland for Community Emission Reduction Plan (CERP) development and implementation.

In this presentation, Caltrans District 4 will provide an overview of the planned I-580 Truck Access Study. This study is scheduled to be completed by the end of 2026, and the Air District staff will continue to provide progress updates to the Policy, Grants, and Technology Committee.

#### BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Song Bai  
Reviewed by: Greg Nudd

ATTACHMENT(S):

1. Update on Interstate 580 Truck Access Study Presentation



# Update on Interstate 580 Truck Access Study

Policy, Grants, and Technology Committee

March 19, 2025

Cameron Oakes, Deputy District Director  
Caltrans Bay Area

Song Bai, Division Director  
Assessment, Inventory, and Modeling, Bay Area Air District

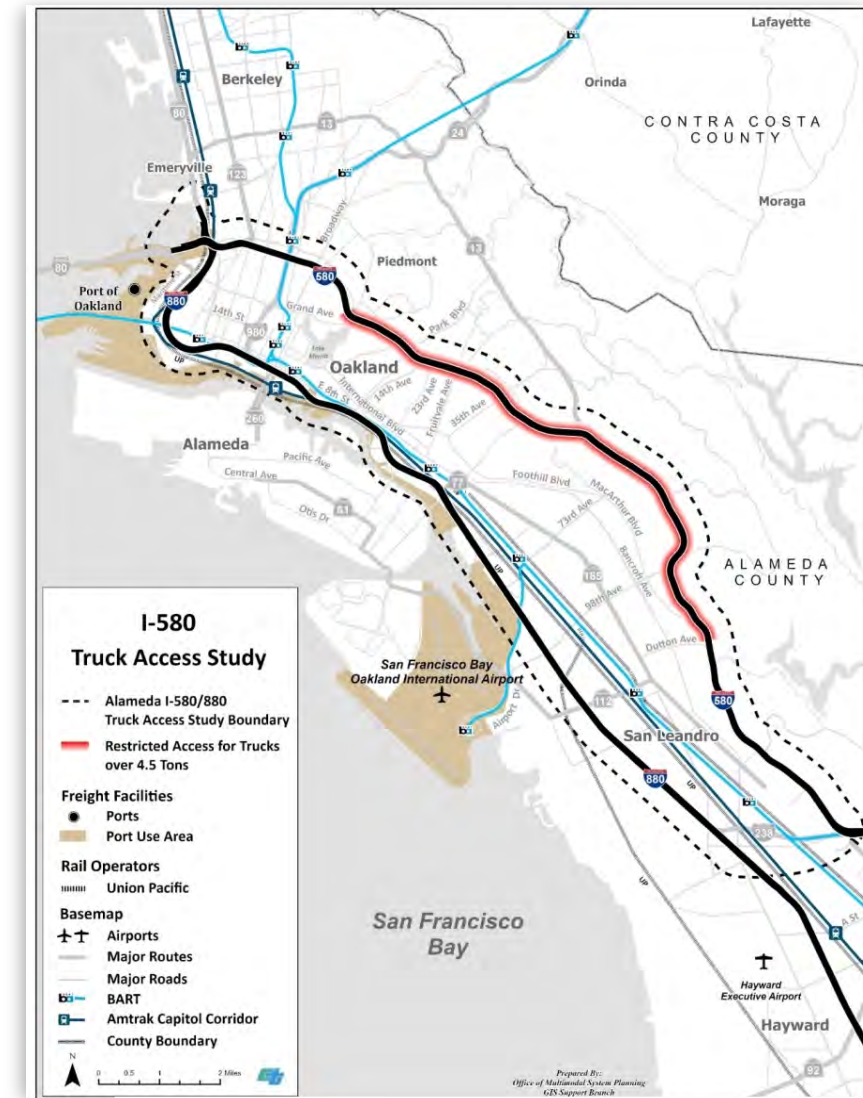
# Presentation Outline

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- Interstate 580 (I-580) Truck Ban history
- Public discussion about inequity
- Update on I-580 Truck Access Study
- Air District's role and work progress
- Next steps

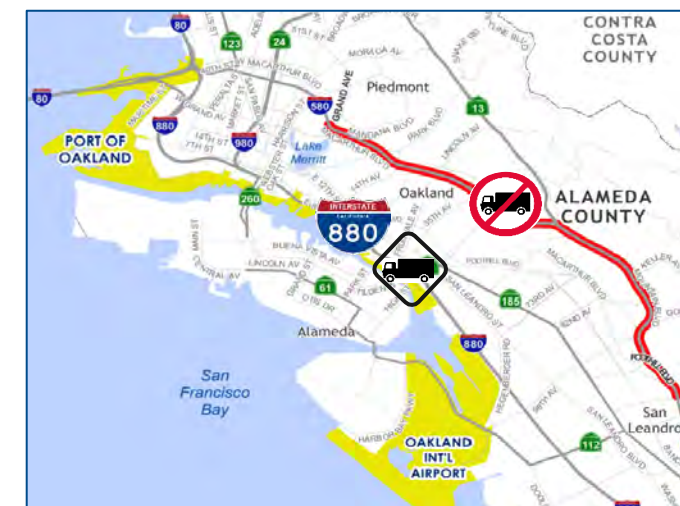
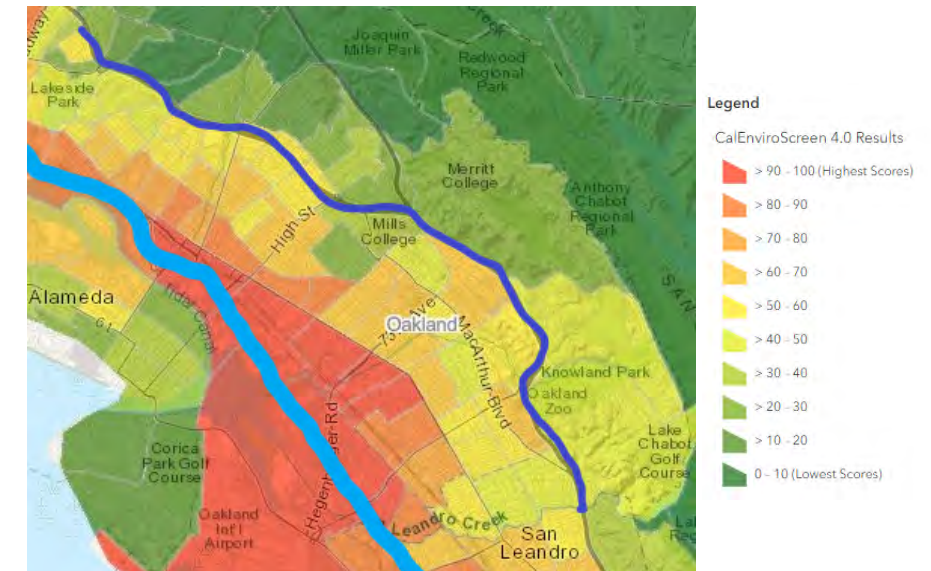
# I-580 Truck Ban History

- Only freeway truck ban in the Bay Area not required by structural issues
- Originally implemented along MacArthur Boulevard in Oakland in the 1950's
- Approved when I-580 freeway was constructed in the early 1960's
- Assembly Bill introduced by California Legislature and approved by the Governor in 2000



# I-580 Truck Ban Creates Inequity

- Disproportionate air pollution exposure
- Increased rates of asthma and other health issues
- Potential inefficient movement of goods along I-880 and contributing to truck idling
- Proximity to Oakland International Airport and Port of Oakland



Source: Caltrans

# Update of I-580 Truck Access Study

- Owning Our Air - West Oakland Community Action Plan (WOCAP)
- The I-580 Truck Access Study will consist of 4 components:
  - Traffic studies
  - Air Quality and Noise Impact Assessments
  - Racial Equity Assessment
  - Comprehensive Community Engagement Strategy (CCES)

## Trucks are Banned on Oakland's I-580. These Sixth Graders Wondered Why



Join Alameda County Supervisor Nate Miley for a community townhall regarding the commercial truck ban along interstate 580.

SAVE THE DATE!  
 Thurs., Dec. 16, 2021  
 6:30 PM - 8:30 PM

## Great Freeway Controversy

### Truck Ban, People

Does the MacArthur Freeway...  
 The question of whether the truck ban is a reasonable use of police power...  
 However, according to...  
 It is a "dangerous precedent" that would "deny the use of any highway to legitimate users..."  
 "Trucks have used the MacArthur for many years..."  
 "The trucks are taking the special privileges to use it..."  
 "There are many more schools, churches and hospitals..."



## OWNING OUR AIR

The West Oakland Community Action Plan - Volume 1: The Plan  
 October 2019

Source: Caltrans

# Technical Analysis and Forecasting

- Freight Technical Memos
  - Existing Conditions – how system performs today
  - Future Conditions – how system will perform in the future with and without the truck ban
  - Recommended Strategies
- Health Study Assessment
  - Air Pollution Assessment, to be completed by Air District
  - Noise Impact Estimate Report, to be completed by contractor



Source: Caltrans



# Air District's Work Progress

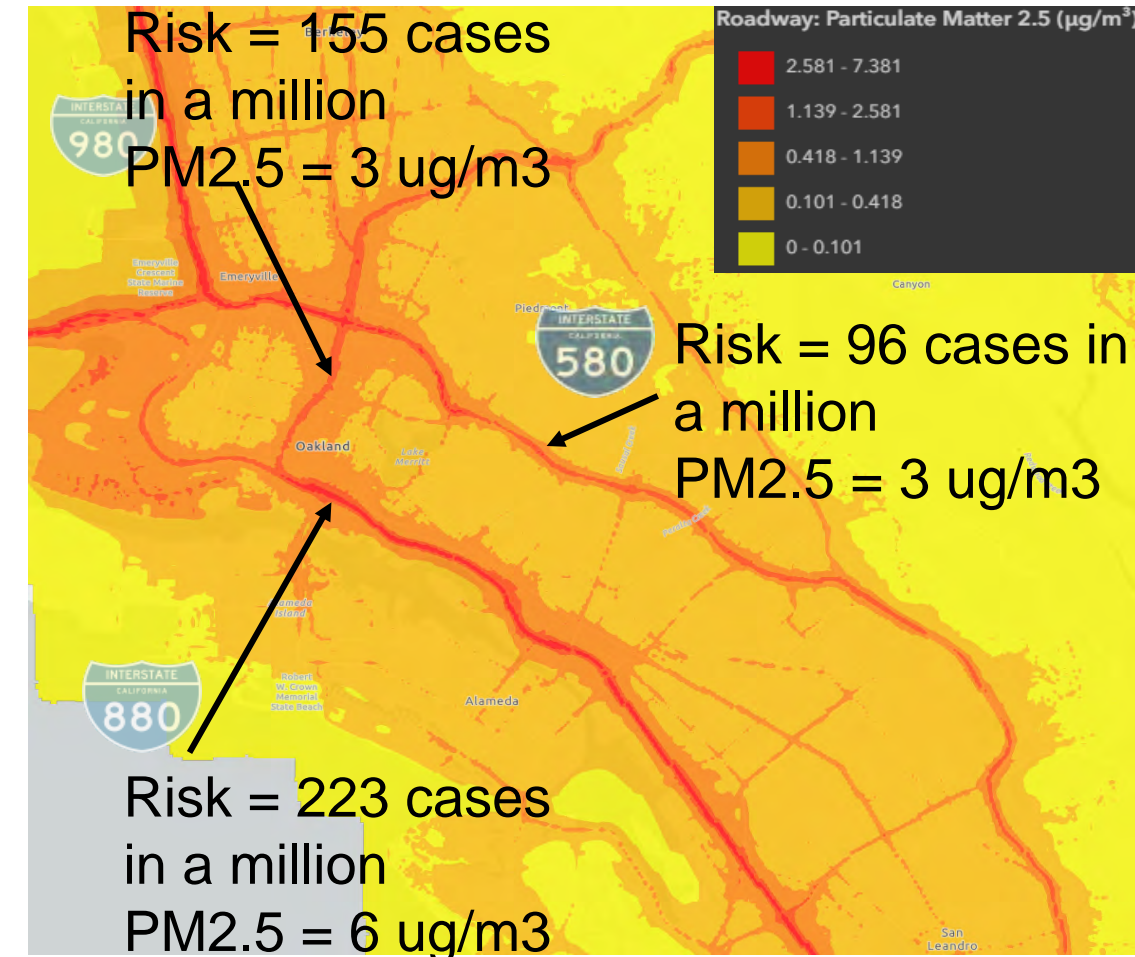
- Understand existing conditions
  - I-580 sees minimal truck traffic due to the ban
  - I-880 has an average daily truck traffic that accounts for approximately 10% of its total daily vehicle traffic
- Assess future conditions
  - Estimates from traffic studies
  - Growth and distribution assumptions



Source: Bay Area Air District

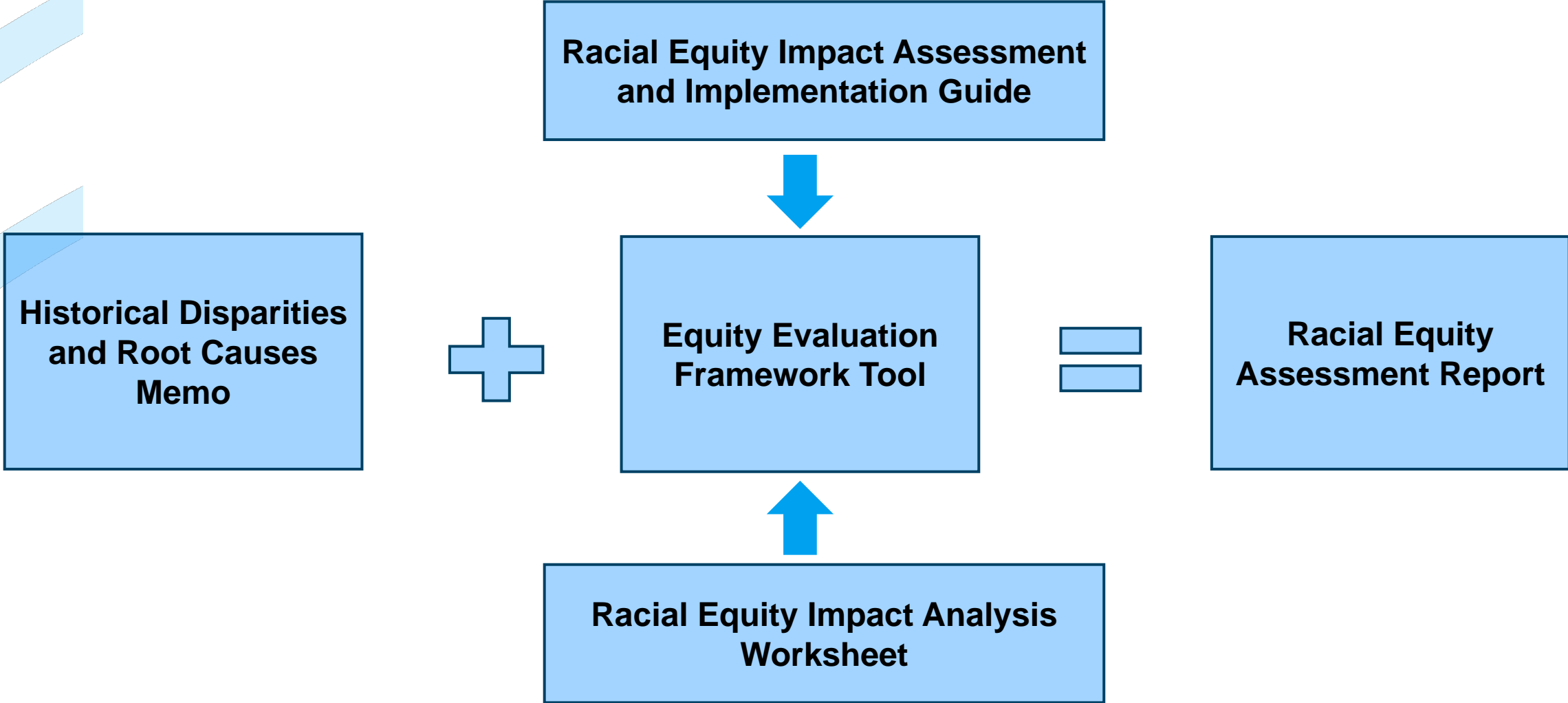
# Air District's Work Progress

- Estimate Air Quality Impact
  - Baseline scenario: potential air quality impact from I-880 is roughly double that of I-580
  - Preliminary findings align with previous studies; for example, a 2016 study funded by the Environmental Defense Fund (EDF) found the average measured black carbon concentrations along the I-880 corridor were roughly 80% higher than those along I-580



Source: Bay Area Air District

# Racial Equity Assessment Report



# Public and Stakeholder Engagement

- CCES will guide public engagement throughout the study
  - Public engagement will occur in 3 rounds
  - 3-6 community workshops within the study area
  - Up to two online / paper surveys during Round 1 and Round 2
  - Informational presentations to local planning groups
  - Social media posts / Constant Contact
- 7 Technical Advisory Committee (TAC) meetings



Source: West Oakland Community Action Plan

# Study Partners and TAC



# Study Timeline and Schedule

- Study duration 18-23 months, from Feb 2025 to Dec 2026

Task #	Task Title	FY 2024/25					FY 2025/2026											FY 2026/2027							
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	
01	Prepare solicitation and contract documents																								
1	Project Initiation and On-Going Administration	[Shaded]																							
2	Project Management*	TAC Mtg 1		TAC Mtg 2		TAC Mtg 3		TAC Mtg 4		TAC Mtg 5		TAC Mtg 6		TAC Mtg 7											
3	Technical Memorandums for Traffic Analysis and Operations			Memo 3.1	Memos 3.2-3.4		Memo 3.5																		
4	Health Study Assessment					Draft				Final															
5	Racial Equity Assessment									Draft		Final													
6	Stakeholder Public Outreach and Engagement			CCES		Round 1						Round 2						Round 3							
7	Draft Study Report and Final Study Report																	Draft		Final					

Source: Caltrans

# Next Steps

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- Caltrans contract kick-off meeting
- Public workshop for the Truck Access Study
- TAC meeting and discussion
- Data preparation and traffic analysis

# Questions?

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## For more information:

### Caltrans Bay Area:

Kelsey Rodriguez

[kelsey.rodriguez@dot.ca.gov](mailto:kelsey.rodriguez@dot.ca.gov)

Cameron Oakes

[cameron.oakes@dot.ca.gov](mailto:cameron.oakes@dot.ca.gov)

### Air District:

Song Bai

[sbai@baaqmd.gov](mailto:sbai@baaqmd.gov)



# Stay Updated



Source: Caltrans

- **Constant Contact:** <https://lp.constantcontactpages.com/sl/oX4UN69>
- **Website:** [Interstate 580 Truck Access Study | Caltrans](#)
- **Email:** [bayareafreight@dot.ca.gov](mailto:bayareafreight@dot.ca.gov)



**BAY AREA AIR DISTRICT**  
Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 19, 2025

Re: Update on the Bay Area Regional Climate Action Plan Initiative

RECOMMENDED ACTION

None; the Committee will discuss, but no action is requested at this time.

BACKGROUND

In July 2023, the Air District received a \$1 million Climate Pollution Reduction Grant from the United States Environmental Protection Agency (US EPA) to lead the development of a regional climate action plan. The goal of the Bay Area Regional Climate Action Plan (BARCAP) Initiative is to develop a regional plan to reduce greenhouse gas (GHG) emissions and other harmful air pollutants through measures that meaningfully benefit frontline communities – communities that bear the brunt of the impacts from fossil fuel dependence.

The BARCAP region encompasses Alameda, Contra Costa, Marin, Napa, San Francisco and San Mateo counties, and the portions of Solano and Sonoma counties that fall within the Air District's jurisdiction. The US EPA has provided a separate climate planning grant to Santa Clara County, in partnership with San Benito County. Air District staff are working in close coordination with staff leading the Santa Clara County climate planning effort.

As required by the US EPA grant guidelines, the BARCAP is being developed in two phases. The first phase was for a priority plan, submitted by the Air District to the US EPA on February 29, 2024, which included a short list of high-priority GHG reduction measures. These measures focused on reducing vehicle trips by expanding mobility hubs and building energy use through residential building decarbonization in frontline communities.

The second phase of the BARCAP is the development of a comprehensive plan addressing all economic sectors that will help the region meet long-term GHG reduction targets. This plan is due to be submitted to the US EPA by December 1, 2025.

The Air District is leading the BARCAP Initiative in close collaboration with a regional Advisory Work Group, consisting of staff representatives from the Air District, the Bay Area Regional Energy Network (BayREN), the Bay Area Regional Collaborative, the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma, and the Cities of Oakland and Berkeley, as well as several community-based organizations including the Canal Alliance, Climate Resilient Communities, Emerald Cities Collaborative, Rise South City, and Transform.

## DISCUSSION

Local governments across the Bay Area have been working on climate change for over two decades and have identified key actions and critical roles for local governments and communities in their climate action plans. Similarly, the state has a roadmap for achieving carbon neutrality by 2045, the Climate Change Scoping Plan, which focuses on the state's unique role in reducing GHG emissions across all sectors of the economy. The BARCAP is focusing on where regional action can align, leverage, or accelerate state and local action, and is identifying how regional collaboration can help the Bay Area more effectively reach the state's carbon neutrality goal.

Through a series of interactive working sessions with technical stakeholders, community workshops, and input from local governments and the Advisory Work Group, Air District staff is leading the development of a comprehensive plan that includes a regional GHG inventory, GHG reduction targets, and GHG reduction measures for all economic sectors (transportation, residential and commercial buildings, industry, electricity generation (power), waste and materials management, and agriculture/natural and working lands). The plan will evaluate the potential GHG emissions reductions as well as criteria pollutants and toxic air contaminants reduction co-benefits of all measures in the plan. It will also include an analysis of benefits and disbenefits to frontline communities and an assessment of funding availability.

Air District staff will present an overview of the BARCAP Initiative, including the regional GHG emissions inventory and initial concepts for GHG reduction measures informed by stakeholder input. Air District staff last provided an informational update on the BARCAP to the Policy, Grants, and Technology Committee on March 20, 2024.

## BUDGET CONSIDERATION/FINANCIAL IMPACT

The \$1 million grant award is being allocated in the Air District's Fiscal Year End (FYE) 2025 adopted budget and FYE 2026 proposed budget. While the grant includes no commitment of matching funds, the Air District is covering \$404,644 of the project costs under programmatic funding included in FYE 2024 and FYE 2025. Additional expenditures will be budgeted accordingly in the subsequent year's budgets.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Monte DiPalma  
Reviewed by: Abby Young and Wendy Goodfriend

### ATTACHMENT(S):

1. Update on the Bay Area Regional Climate Action Plan Initiative Presentation



# Update on the Bay Area Regional Climate Action Plan Initiative

Policy, Grants, and Technology Committee

March 19, 2025

Monte DiPalma

Senior Air Quality Engineer

Planning and Climate Protection Division

# Presentation Outline

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- Bay Area Regional Climate Action Plan (BARCAP) Initiative Overview
- Regional Greenhouse Gas (GHG) Inventory
- Early Concepts for GHG Reduction Measures
- Next Steps

# BARCAP Initiative



Air District received funding from the United States Environmental Protection Agency (US EPA) to lead development of a regional climate action plan for an eight-county area (see map on left)\*

## Key deliverables include:

- BARCAP Phase 1: Priority Climate Action Plan *(submitted to US EPA on Feb 29, 2024)*
- BARCAP Phase 2: Comprehensive Climate Action Plan *(submitted to US EPA December 1, 2025)*

\**Santa Clara County is leading its own US EPA-funded planning effort*

# Goals of the BARCAP Initiative

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## **GOAL 1**

Reduce Bay Area's contributions to climate change to help achieve carbon neutrality by 2045

## **GOAL 2**

Create a healthier breathing environment and provide benefits to frontline communities

## **GOAL 3**

Take regional action to align, leverage, or accelerate State and local climate action

## **GOAL 4**

Address important cross-cutting issues that extend across multiple components of the plan



# Advisory Work Group for BARCAP



City of  
Oakland



MARCH 19, 2025 • POLICY, GRANTS, AND TECHNOLOGY COMMITTEE

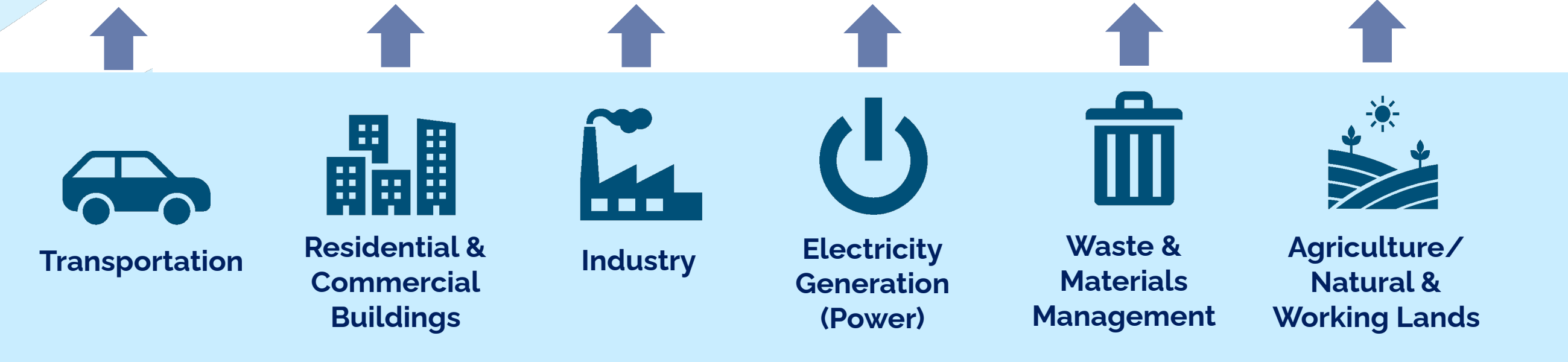
# Plan Development & Engagement

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- Technical Working Groups for each economic sector
  - Regional implementers and subject matter expert stakeholders
- Local Government Input
  - Engaging with local government groups at existing convenings
- Priority Community Workshops
  - Co-developed with community-based organizations
- Public Workshops
  - September 2024, February 2025, and July 2025

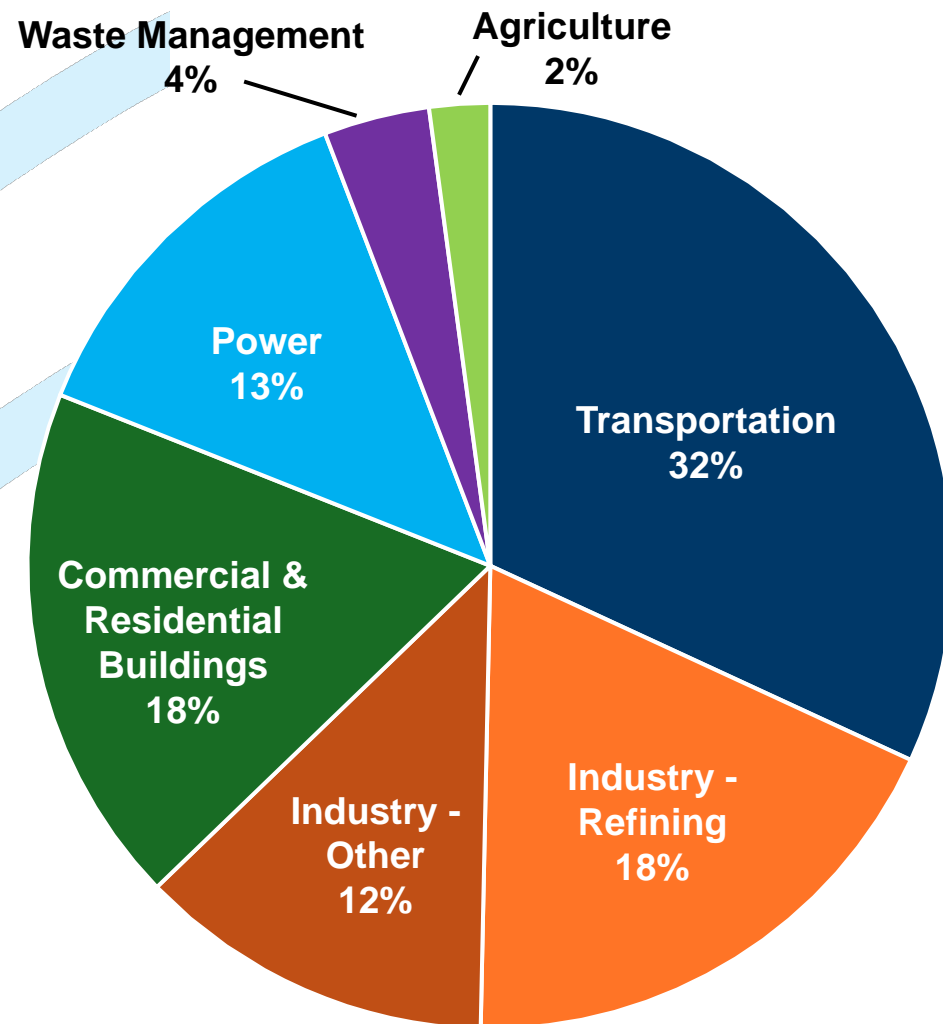
# Bay Area's Greenhouse Gas Emissions

*Sources across the economy emit greenhouses gases (GHGs) into the atmosphere*



*These sources also remove GHGs from atmosphere and are called sinks*

# Draft GHG Inventory – BARCAP Region



DRAFT 2022 greenhouse gas inventory for the BARCAP region  
Total of 54 million metric tons carbon dioxide equivalents (MMTCO<sub>2</sub>e)



## How we move (32%):

- Cars and trucks that use **gas and diesel**

## Where we live, work, and play (19%):

- **Natural gas** is used in heating, cooling, clothes drying, and cooking

## How we power our economy (13%)

- **Fossil fuels** are used to create electricity, though electricity is increasingly carbon-free (like solar and wind power)

## What we throw away (4%)

- Food and yard waste that emit methane when **landfilled**

# Transportation

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## Initial Measure Concepts:

- Support regional strategies to shift from single-occupancy car travel to transit, biking, rolling, and walking
- Support shifts to electric vehicles and equipment by making charging infrastructure more available or accessible
- Facilitate zero-emission last-mile goods delivery

# Residential & Commercial Buildings

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## Initial Measure Concepts:

- Accelerate transition to low-pollution buildings with a focus on space and water heating
- Integrate electrification funding with weatherization and basic home repair programs to deliver multiple benefits to frontline communities
- Support and grow the building electrification workforce

# Electricity Generation (Power)

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## Initial Measure Concepts:

- Increase development of local clean energy and storage projects, including small-scale projects
- Expand consumer programs and deploy grid technologies and clean backup resources more widely to increase grid flexibility, efficiency, and reliability

# Waste & Materials Management

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## Initial Measure Concepts:

- Reduce landfilled food and yard waste through recovery of edible food, and composting of non-edible organic waste
- Support adoption of reused and other low-carbon building materials
- Support adequate capacity for mandated organic waste diversion



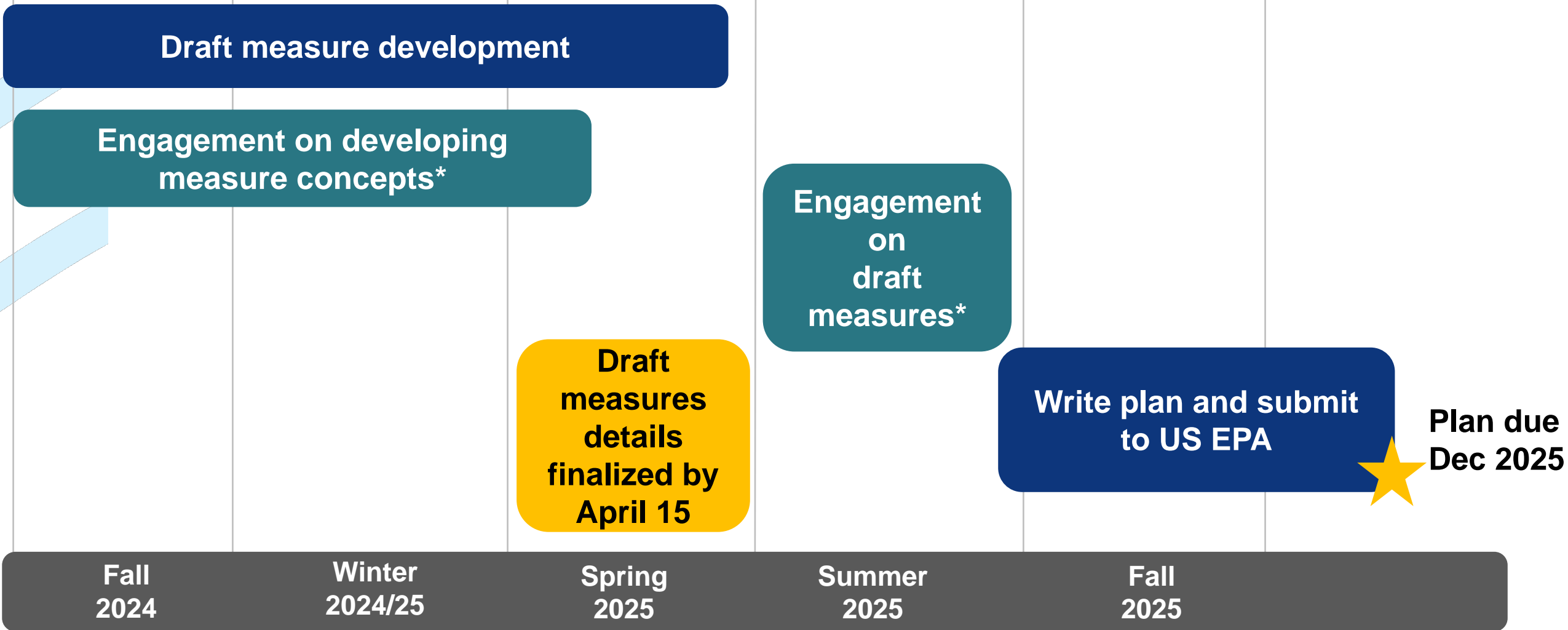
# Agriculture/Natural & Working Lands

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## Initial Measure Concepts:

- Restore and preserve natural lands
- Increase climate resilient, equity-centric urban greening
- Scale up carbon farming, including application of compost, no-till agriculture, etc.

# BARCAP Next Steps



*\* Engagement includes the public, frontline communities, and local governments*

# Questions?

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**For more information:**

Planning and Climate Protection Division: [planning@baaqmd.gov](mailto:planning@baaqmd.gov)

**BAY AREA AIR DISTRICT**  
Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 19, 2025

Re: Overview of Air District's Heavy-Duty Equipment Grant Programs and  
Summary of Results for Calendar Year 2024

RECOMMENDED ACTION

None; the Committee will discuss this item, but no action is requested at this time.

BACKGROUND

For over three decades, the Air District has implemented grant programs that have successfully complemented and enhanced its regulatory efforts in reducing emissions and improving air quality and health. Over time, the number of funding programs and types of grant programs offered have increased. In 2024, the Air District received funding from six sources to implement grant programs that are designed to reduce air pollution generated by heavy-duty mobile sources, which account for the largest amount of mobile source pollution in the region. The funding sources discussed in this report include the:

- Carl Moyer Program (CMP)
- Mobile Source Incentive Fund (MSIF)
- Community Air Protection (CAP) Incentives Program
- Funding Agricultural Replacement Measures for Emission Reductions (FARMER) Program
- Transportation Fund for Clean Air (TFCA)
- Volkswagen Environmental Mitigation Trust (VW Trust)

Each of these funding sources has their own requirements and may be utilized to implement voluntary incentive grant programs to expedite emissions reductions of criteria air pollutants and toxic air contaminants, especially in overburdened communities, and support the transition of fleets to zero-emission. For additional background information on these funding sources please see Attachment 1.

The Air District provides funding from these sources as grant funding to owners of eligible heavy-duty diesel equipment to help expedite the replacement of older, dirty equipment to the cleanest available standards, to reduce emissions of nitrogen oxides (NOx), reactive organic gases (ROG), and particulate matter (PM), primarily diesel PM which is predominantly small particulates less than 2.5 microns in size (PM<sub>2.5</sub>). Eligible equipment includes on-road trucks and buses, marine vessels, locomotives, off-road equipment such as cargo handling equipment, agricultural tractors, and other industrial and construction equipment, and refueling infrastructure that supports zero-emission vehicles and equipment. In 2024, the Air District's heavy-duty equipment grant programs included the Heavy-Duty Replacement Program, Electric Charging Infrastructure Program, and Volkswagen Zero-Emission Freight & Marine Program. Funding is made available through these programs on a cyclical basis, with solicitations offering funding for the replacement of heavy-duty equipment and installation of supporting infrastructure that supports the accelerated adoption of heavy-duty zero-emission vehicles and equipment.

Over time the Air District has reviewed and updated its program requirements to ensure priority is given to projects where emissions reductions benefit priority communities, the Bay Area's communities most impacted by air pollution, including the Community Emissions Reduction Plan communities of West Oakland, Richmond-North Richmond-San Pablo, East Oakland, Bayview Hunters Point/Southeast San Francisco, as identified by the Community Health Protection Program to implement Assembly Bill 617. Priority is also given to the disadvantaged communities and low-income communities designated by California Climate Investments.

## DISCUSSION

In 2024, the Air District contracted approximately \$77 million to 124 eligible projects in the Bay Area that will improve air quality by reducing criteria pollutant emissions from heavy-duty mobile sources. These projects are expected to reduce emissions by over 592 tons of criteria pollutants, including NOx, ROG, and PM, over the project lifespans. Attachment 2 provides details on the heavy-duty projects awarded by the Air District in 2024.

In alignment with the Air District's *2024-2029 Strategic Plan* and environmental justice goals, staff reimagined the heavy-duty program following community feedback by adjusting eligibility requirements to ensure that funding is invested in projects that maximize benefits to priority communities. As a result, in 2024, over 75% of all funding under the heavy-duty programs was contracted to projects that will operate in, and benefit, these communities. Additionally, most of the funding not allocated to projects in priority communities was awarded to agricultural projects, which are among the most cost-effective and efficient at reducing ozone and particulate matter precursors regionally.

The Air District also continued to actively support the accelerated adoption of zero-emission and cleanest available technology through its heavy-duty programs. In 2024, the Air District contracted nearly \$49 million to projects that will result in the upgrade of 113 vehicles and equipment to zero-emission and installation of over 300 electric vehicle charging stations, primarily within priority communities. This includes projects solicited through the Air District's competitive heavy-duty infrastructure-only program that was first launched in 2023.

Moving forward through 2025, staff will continue to refine grant programs to further ensure the goals and objectives of the Air District's *2024-2029 Strategic Plan* are achieved. Staff is also developing new programs to increase participation and address opportunities for reducing emissions from additional equipment sectors. Additionally, staff are building new tools and resources that will ensure success in honoring the Air District's commitments to the Bay Area community.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Adriana Kolev  
Reviewed by: Alona Davis and Karen Schkolnick

ATTACHMENT(S):

1. Summary of Funding Sources for Incentivizing Upgrades to Heavy-Duty Equipment
2. List of Projects Contracted in 2024
3. Annual Report Heavy-Duty Equipment Grants Presentation

## Attachment 1

### Summary of Funding Sources for Incentivizing Upgrades to Heavy-Duty Equipment

#### **Carl Moyer Memorial Air Quality Standards Attainment Program (CMP) and Mobile Source Incentive Fund (MSIF)**

The Bay Area Air District (Air District) has participated in the CMP in collaboration with the California Air Resources Board (CARB), since the program began in 1998. The CMP provides grants to public and private entities to reduce emissions of nitrogen oxides (NO<sub>x</sub>), reactive organic gases (ROG), and particulate matter (PM) from existing heavy-duty engines by either replacing or retrofitting them. Projects eligible under the CMP guidelines include heavy-duty diesel engine applications such as on-road trucks and buses, agricultural equipment, off-road equipment, marine vessels, locomotives, stationary agricultural pump engines, and refueling or recharging infrastructure that supports the deployment of new zero-emission vehicles and equipment. Per Assembly Bill (AB) 1390, at least 50% of these funds must be awarded to projects that benefit communities with the most significant exposure to air contaminants or localized air contaminants. Annually, approximately \$14 million is awarded from this source.

AB 923, enacted in 2004 (codified as Health and Safety Code [HSC] Section 44225), authorized local air districts to increase motor-vehicle-registration surcharges by up to \$2 additional per vehicle and use the revenue to fund projects eligible under the CMP guidelines. AB 923 revenue is deposited in the Air District's MSIF. This source totals approximately \$12 million annually.

#### **Community Air Protection (CAP) Incentives Program**

In 2017, AB 617 directed CARB, in conjunction with local air districts, to establish a new community-focused action framework to improve air quality and reduce exposure to criteria air pollutants and toxic air contaminants in communities most impacted by air pollution. The AB 617 initiative calls for the development of community-identified strategies to address air quality issues in impacted communities, including community-level monitoring, uniform emission reporting across the state, stronger regulation of pollution sources, and incentives for reducing air pollution and public health impacts from mobile and stationary sources.

Beginning in 2017, the California Legislature approved funding from the State's Greenhouse Gas Reduction Fund, which is used to reduce criteria pollutants, toxic air contaminants, and greenhouse gases. These funds may be used to award grants to projects eligible under the CMP and on-road truck replacements under the Proposition 1B Goods Movement Emission Reduction Program. Following additional approvals from CARB, these funds may also potentially be used to fund other types of projects that have been identified and prioritized by communities with an approved Community Emissions Reduction Program, pursuant to HSC Section 44391.2. At least 80% of these funds must be allocated to projects that benefit disadvantaged communities (Senate Bill 535), and low-income communities (AB 1550).

Approximately \$227 million has been awarded to the Air District for distribution since the inception of this program.

### **Funding Agricultural Replacement Measures for Emission Reductions (FARMER)**

In February 2018, CARB developed the FARMER Program Guidelines that outline requirements for eligible agricultural equipment replacement projects evaluated under the CMP guidelines, including replacements of harvesting equipment, pump engines, tractors, and other equipment used in agricultural operations. Subsequent updates to the FARMER guidelines expanded eligible projects to include zero-emission demonstration projects and added flexibility for funding zero-emission equipment. Under the California State Budget, funds have been appropriated to CARB for each new cycle of the FARMER program for the continued reduction of criteria, toxic, and greenhouse gas emissions from the agricultural sector, and approximately \$1 to \$2 million annually has been awarded to the Air District for distribution to eligible projects.

### **Transportation Fund for Clean Air (TFCA)**

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the nine-county Bay Area to fund projects that reduce on-road motor vehicle emissions within the Air District's jurisdiction. The statutory authority and requirements for this program are set forth in HSC Sections 44241 and 44242. Sixty percent of these monies, approximately \$14 million annually, are awarded by the Air District to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air program) and to a program referred to as the Regional Fund. The legislation requires the remaining forty percent, totaling approximately \$9 million annually, to be allocated by formula to the nine designated Bay Area transportation agencies, who in turn award these monies to eligible projects within their county. Each year, the Air District's Board of Directors allocates funding and adopts policies and evaluation criteria that govern the expenditure of TFCA monies. This report discusses only the 60% Funds, which is the portion that is awarded directly by the Air District.

### **Volkswagen Environmental Mitigation Trust (VW Trust)**

The VW Trust was established after a settlement with Volkswagen and other parties for their use of illegal defeat devices and is intended to fully mitigate the lifetime excess NOx emissions caused by their actions. CARB is the designated Lead Agency acting on the State as the beneficiary for California's share of VW Trust funds. In 2018, the Air District was selected by CARB to administer a portion of VW Trust funding on a statewide-basis for the zero-emission freight and marine category totaling \$77 million and the light-duty zero-emission vehicle infrastructure category totaling \$11 million. These funds were awarded to eligible projects between 2020 through 2025 and will be monitored by the Air District through 2032.



**Attachment 2: List of Projects Contracted in 2024**

Project Number	Grantee	Contracted Award	Project Description	Total NOx Reduced <sup>1</sup> (tons)	Total ROG Reduced <sup>1</sup> (tons)	Total PM Reduced <sup>1</sup> (tons)	New Fuel Type	Priority Areas <sup>2</sup>	County <sup>3</sup>
<b>On-Road Projects</b>									
25SBP123	Mt. Diablo Unified School District	\$ 5,560,200	Replace 6 diesel powered school buses with electric school buses and install 8 charging stations	2.73	0.24	0.018	Electric	DAC, LIC	Contra Costa
25SBP107	Cupertino Union School District	\$ 5,289,900	Replace 15 diesel powered school buses with electric school buses and install 15 charging stations	4.30	0.35	0.176	Electric	DAC, LIC	Santa Clara
24MOY14	WattEV CA4, Inc.	\$ 5,000,000	Install 30 electric charging stations to support electric heavy-duty trucks	N/A <sup>4</sup>	N/A <sup>4</sup>	N/A <sup>4</sup>	Electric	DAC, LIC, CERP: EOAK	Alameda
23SBP53	Safetrans Transportation Inc	\$ 4,822,770	Replace 14 diesel school buses with electric school buses and install 11 charging stations	7.08	0.38	0.035	Electric	DAC, LIC	Santa Clara
25SBP79	Fairfield-Suisun Unified School District	\$ 4,209,900	Replace 5 diesel powered school buses with electric school buses and install 9 charging stations	2.63	0.17	0.014	Electric	DAC, LIC	Solano
23MOY150	Sysco	\$ 4,065,098	Replace 18 diesel-powered heavy-duty trucks with electric trucks and install 40 charging stations	1.52	0.10	0.003	Electric	None	Alameda
24MOY13	EV Realty, Inc.	\$ 3,950,000	Install 31 electric charging stations to support electric medium and heavy-duty vehicles	N/A	N/A	N/A	Electric	None	Alameda
23MOY152	US Foods, Inc.	\$ 2,756,022	Replace 27 diesel-powered heavy-duty trucks with electric trucks and install 27 charging stations	2.11	0.15	0.005	Electric	None	Alameda
25SBP64	Napa Valley Unified School District	\$ 1,801,384	Replace 1 diesel powered and 3 compressed natural gas school buses with electric school buses	2.05	0.16	0.070	Electric	LIC	Napa
24MOY20	Prologis Mobility LLC	\$ 1,500,000	Install 72 electric charging stations to support electric heavy-duty trucks	N/A	N/A	N/A	Electric	DAC, LIC	Alameda
26SBP12	West County Transportation Agency	\$ 603,000	Install 5 charging stations to support electric school buses	N/A	N/A	N/A	Electric	DAC, LIC	Sonoma
23MOY182	City of Fairfield	\$ 330,000	Install 16 charging stations to support electric medium and heavy-duty vehicles	N/A	N/A	N/A	Electric	DAC, LIC	Solano
<b>On-Road Total</b>		<b>\$ 39,888,274</b>	<b>12 Projects</b>	<b>22.4</b>	<b>1.6</b>	<b>0.3</b>			
<b>Off-Road Projects</b>									
25MOY18	Amazon Recycling and Disposal Inc	\$ 3,897,100	Replace one Tier-0 diesel powered shredder with a Tier-4 diesel powered shredder, one Tier-0 diesel powered excavator with a Tier-4 diesel powered excavator, one Tier-0 diesel powered rubber-tired loader with a Tier-4 diesel powered rubber-tired loader, one Tier-1 diesel powered compact loader with a Tier-4 diesel powered compact loader, and one Tier-1 diesel powered excavator with a Tier-4 diesel powered excavator	53.39	5.23	3.209	Diesel	DAC, CERP: WOAK, RSP, BVHP	Alameda, Contra Costa, San Francisco
WVFM-24-0713	Levin Richmond Terminal Corporation	\$ 1,046,600	Replace 2 Tier-2 and one Tier-4 diesel powered forklifts with electric forklifts	2.43	N/A <sup>5</sup>	N/A <sup>5</sup>	Electric	DAC, LIC, CERP: RSP	Contra Costa
23MOY44	Everport Terminal Services	\$ 945,100	Repower two Tier-1, one Tier-4 Interim, and two Tier-4 final diesel powered rubber-tired gantry cranes (RTGs) with five Hybrid, diesel-electric Tier-4 final RTGs	23.78	1.28	0.310	Hybrid	DAC, LIC, CERP: WOAK	Alameda
25MOY53	Morrison Chopping, LLC	\$ 873,400	Replace one Tier-0 diesel powered utility tractor with a Tier-4 diesel powered tractor and one Tier-3 diesel powered utility tractor with a Tier-4 diesel powered tractor	12.12	1.17	0.680	Diesel	LIC	Sonoma
23MOY174	Swissport USA Inc.	\$ 638,645	Replace 8 large spark ignition (LSI) baggage tugs with electric baggage tugs, and 5 LSI belt loaders with electric belt loaders	4.23	0.91	0.198	Electric	DAC	San Mateo
25MOY15	B & T Farms	\$ 582,800	Replace one Tier-0 diesel powered tractor with a Tier-4 diesel powered tractor and one Tier-3 tractor with a Tier-4 diesel powered tractor	8.60	0.92	0.462	Diesel	DAC, LIC	Santa Clara
25MOY58	Levin Richmond Terminal Corporation	\$ 527,100	Replace one Tier-4l diesel powered loader with an electric loader, and replace one Tier-2 diesel powered sweeper with an electric sweeper, and install 2 charging stations	2.57	0.27	0.122	Electric	CERP: RSP	Contra Costa
25MOY122	Samuel Eakle	\$ 497,700	Replace two Tier-1 and one Tier 0 diesel powered agricultural tractors with Tier-4 diesel powered agricultural tractors	8.68	0.58	0.361	Diesel	LIC	Napa
25MOY39	C & F Farms inc	\$ 488,400	Replace one Tier-1 diesel powered agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler and one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	9.05	0.52	0.316	Diesel	DAC, LIC	Santa Clara
25MOY36	San Felipe Farms LP	\$ 442,000	Replace two Tier-0 diesel powered agricultural tractors with Tier-4 diesel powered agricultural tractors, one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, and three Tier-0 diesel powered agricultural rough terrain forklifts with Tier-4 diesel powered agricultural rough terrain forklifts	5.00	0.66	0.437	Diesel	DAC, LIC	Santa Clara
25MOY148	VineCru Farming Company	\$ 398,500	Replace one Tier-2 diesel powered agricultural compact tracked loader with a Tier-4 diesel powered agricultural compact tracked loader, one Tier-2 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader, one Tier-2 diesel powered agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler, one Tier-2 diesel powered agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler, one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, and one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor/crawler	3.27	0.49	0.458	Diesel	None	Sonoma
25MOY124	Lucky Diamond LLC	\$ 362,400	Replace one Tier-0 diesel powered agricultural skip loader with a Tier-4 diesel powered agricultural skip loader, replace one Tier-1 diesel powered agricultural excavator with a Tier-4 diesel powered agricultural excavator, and replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	4.33	0.54	0.350	Diesel	None	Sonoma
WVFM-24-0717	The Lumber Baron	\$ 355,100	Replace one Tier-0 diesel powered and one LPG forklift with electric forklifts	2.85	N/A	N/A	Electric	DAC, LIC, CERP: RSP	Contra Costa
25MOY86	Oakland Pallet Company, Inc.	\$ 327,500	Replace one Tier-2 diesel powered excavator with an electric excavator	2.34	0.20	0.151	Electric	LIC	Alameda
25MOY70	Doug R. Beretta	\$ 308,650	Replace one Tier-0 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader and one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	3.64	0.44	0.292	Diesel	LIC	Sonoma
25MOY69	Atlas Vineyard Management, LLC	\$ 308,600	Replace two Tier-2 diesel powered agricultural tractors with Tier-4 diesel powered agricultural tractor/crawlers, one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, and one Tier-2 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	3.42	0.33	0.304	Diesel	None	Napa
25MOY61	Stag's Leap Wine Cellars, LLC	\$ 294,950	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, one Tier-1 diesel powered agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler, one Tier-2 diesel powered agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler, and one Tier-3 diesel-powered agricultural tractor/crawlers with a Tier-4 diesel powered agricultural tractor	3.00	0.39	0.319	Diesel	None	Napa
25MOY54	T and M Agricultural Services LLC	\$ 291,500	Replace seven Tier-0 diesel powered agricultural tractors with Tier-4 diesel powered agricultural tractors, and replace one Tier-0 diesel agricultural forklift with a Tier-4 diesel powered agricultural forklift	1.28	1.31	0.338	Diesel	None	Napa

**Attachment 2: List of Projects Contracted in 2024**

Project Number	Grantee	Contracted Award	Project Description	Total NOx Reduced <sup>1</sup> (tons)	Total ROG Reduced <sup>1</sup> (tons)	Total PM Reduced <sup>1</sup> (tons)	New Fuel Type	Priority Areas <sup>2</sup>	County <sup>3</sup>
25MOY63	UC Farms, Inc.	\$ 285,000	Replace three Tier-0 diesel powered agricultural tractors with Tier-4 diesel powered agricultural tractors	5.52	0.64	0.375	Diesel	DAC, LIC	Santa Clara
VWFM-23-0643	Delta Air Lines, Inc.	\$ 263,700	Replace three Tier-1 diesel powered belt loaders with electric belt loaders	0.64	N/A	N/A	Electric	DAC, LIC	San Francisco
25MOY1	McClelland's Dairy	\$ 260,400	Replace one Tier-0 with a Tier-4 diesel powered rubber-tired loader	3.85	0.36	0.204	Diesel	None	Sonoma
25MOY46	Jaswant S. Bains	\$ 252,700	Replace one Tier-0 diesel powered agricultural backhoe with a Tier-4 diesel powered agricultural backhoe, one Tier-0 diesel powered agricultural forklift with a Tier-4 diesel powered agricultural forklift, and one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	2.38	0.49	0.271	Diesel	None	Solano
25MOY102	Four Seasons Vineyard, Inc. dba Four Seasons Vineyard Management	\$ 251,100	Replace one Tier-0 diesel powered agricultural skid steer loader with a Tier-4 diesel powered agricultural skid steer loader	2.72	0.38	0.260	Diesel	None	Sonoma
25MOY91	A & B Partners LLC	\$ 245,700	Replace one Tier-2 diesel powered yard truck with an electric yard truck	0.83	0.12	0.040	Electric	DAC, LIC, CERP: EOAK	Alameda
25MOY65	McClelland's Dairy	\$ 244,700	Replace two Tier-0 diesel powered agricultural tractors with with Tier-4 final diesel powered agricultural tractors	3.01	0.39	0.223	Diesel	None	Sonoma
25MOY72	Clark Vineyard Management Inc.	\$ 228,700	Replace one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor and two Tier-3 diesel powered agricultural tractor/crawlers with a Tier-4 diesel powered agricultural tractor/crawler	2.69	0.38	0.216	Diesel	None	Napa
25MOY8	Farm Napa Valley, LLC	\$ 224,000	Replace two Tier-2 diesel powered tractors with two Tier-4 diesel powered tractors and one Tier-0 diesel powered tractor with a Tier-4 diesel powered tractor	2.49	0.37	0.297	Diesel	None	Napa
25MOY57	Wight Vineyard Management, Inc.	\$ 220,100	Replace two Tier-0 diesel powered agricultural tractors with Tier-4 diesel powered agricultural tractors, and one Tier-0 diesel powered agricultural tractor with Tier-4 diesel powered agricultural tractor/crawler	2.10	0.33	0.232	Diesel	None	Napa
23MOY158	Delta Air Lines, Inc	\$ 211,680	Install 8 charging stations to support electric ground support equipment	N/A	N/A	N/A	Electric	DAC	San Francisco
25MOY60	Cortina Vineyard Management	\$ 209,100	Replace one Tier-2 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, and two Tier-1 diesel powered agricultural tractor/crawlers with Tier-4 diesel powered agricultural tractor/crawlers	1.53	0.30	0.250	Diesel	None	Napa
25MOY25	Llano Oaks Dairy	\$ 204,300	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	3.08	0.30	0.161	Diesel	LIC	Sonoma
24MOY10	City & County of San Francisco - Recreation & Park	\$ 183,931	Install 5 electric charging stations to support electric utility carts	N/A	N/A	N/A	Electric	LIC	San Francisco
25MOY34	Jaswant S. Bains	\$ 179,800	Replace two Tier-0 diesel powered agricultural bin carriers with a Tier-4 diesel powered agricultural bin carriers	1.80	0.29	0.206	Diesel	None	Solano
25MOY116	Foley Family Farms, LLC	\$ 179,700	Replace three Tier-0 agricultural tractors with Tier-4 diesel powered agricultural tractors	1.75	0.29	0.192	Diesel	None	Sonoma
25MOY47	Corona Vineyard Management LLC	\$ 176,900	Replace one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, one Tier-1 diesel powered agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor, and one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	1.31	0.37	0.197	Diesel	None	Napa
25MOY41	Dennis Maas	\$ 176,400	Replace Tier-0 diesel powered tractor/crawler with Tier-4 tractor/crawler	2.67	0.26	0.139	Diesel	None	Sonoma
23MOY99	Garvey Vineyard Management, LLC	\$ 170,900	Replace one Tier-1 diesel powered agriculture tractor with a Tier-4 diesel powered agriculture tractor, one Tier-2 diesel powered agriculture tractor with a Tier-4 diesel powered agriculture tractor, and one Tier-3 diesel powered agriculture tractor with a Tier-4 diesel powered agriculture tractor	2.09	0.20	0.175	Diesel	None	Napa
25MOY10	Shafer Vineyards	\$ 159,140	Replace one Tier-1 diesel powered tractor with a Tier-4 diesel powered tractor, and one Tier-2 diesel powered tractor/crawler with a Tier-4 diesel powered tractor/crawler	1.64	0.19	0.163	Diesel	None	Napa
25MOY49	Terpene Belt Farms LLC	\$ 154,500	Replace two Tier-0 diesel powered tractors with Tier-4 diesel powered tractors	1.82	0.25	0.142	Diesel	None	Alameda
25MOY77	Seavey Vineyard Limited Partnership	\$ 153,900	Replace one Tier-1 diesel powered agricultural tractor/crawler and one Tier-0 diesel powered agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler, replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, and replace one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	1.28	0.30	0.168	Diesel	None	Napa
23MOY111	County Line Harvest, Inc.	\$ 152,300	Replace one Tier-1 diesel powered agriculture tractor with Tier-4 diesel powered agriculture tractor	2.03	0.22	0.140	Diesel	LIC	Sonoma
25MOY50	Bob Balestra	\$ 139,500	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, and one Tier-0 diesel powered agricultural tractor w/ fork attachment with a Tier-4 diesel powered agricultural rough terrain forklift	1.06	0.39	0.146	Diesel	None	Solano
25MOY82	Donald Moreda DBA Moreda Valley Dairy	\$ 133,000	Replace one Tier-1 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	1.26	0.20	0.151	Diesel	None	Sonoma
24MOY11	City & County of San Francisco - Recreation & Park	\$ 126,510	Install 7 electric charging stations to support electric utility carts and riding lawn mowers	N/A	N/A	N/A	Electric	LIC	San Francisco
25MOY2	The Bay Leaf Spice Company	\$ 126,000	Replace one Tier-0 diesel powered agricultural excavator with a Tier-4 diesel powered agricultural excavator	2.69	0.41	0.241	Diesel	None	Solano
VWFM-24-0716	Bianchi Ranches	\$ 126,000	Replace 1 Tier-1 diesel powered forklift with an electric forklift	0.30	N/A	N/A	Electric	DAC, LIC	Santa Clara
25MOY143	Webb Ranch, Inc.	\$ 125,900	Replace one Tier-0 diesel powered agricultural loader with a Tier-4 diesel powered agricultural loader	1.93	0.18	0.100	Diesel	None	San Mateo
VWFM-23-0602	Coastside Lumber dba South City Lumber & Supply	\$ 121,900	Replace one Tier-2 diesel powered forklift with an electric forklift	0.28	N/A	N/A	Electric	DAC, LIC	San Mateo
25MOY48	The Lumber Baron, Inc.	\$ 121,800	Replace one uncontrolled LPG industrial forklift with electric forklift	0.44	0.09	0.008	Electric	DAC, LIC, CERP: RSP	Contra Costa
25MOY98	Stornetta Made, Inc.	\$ 120,500	Replace two Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	1.11	0.18	0.126	Diesel	None	Napa
25MOY108	Mead Clark Lumber Company, Inc.	\$ 119,700	Replace 4 controlled liquefied petroleum gas (LPG) powered forklifts with electric forklifts	0.06	0.01	0.009	Electric	DAC, LIC	Sonoma
25MOY87	Eric Thomas	\$ 116,700	Replace one Tier-0 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader, and one Tier-2 diesel powered agricultural skid steer loader with a Tier-4 diesel powered agricultural skid steer loader	0.80	0.24	0.091	Diesel	None	Contra Costa
23MOY184	Altamura Winery Inc.	\$ 116,100	Replace one Tier-0 diesel powered agriculture loader with a Tier-4 diesel powered agriculture loader and one Tier-0 diesel powered agriculture loader/backhoe with a Tier-4 diesel powered agriculture loader/backhoe	1.16	0.29	0.124	Diesel	None	Napa
24MOY9	City & County of San Francisco - Recreation & Park	\$ 115,448	Install 6 electric charging stations to support electric utility carts	N/A	N/A	N/A	Electric	LIC	San Francisco

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25MOY20	German Vineyards LLC	\$ 111,800	Replace one Tier-0 diesel powered tractor with a Tier-4 diesel powered tractor	1.23	0.16	0.110	Diesel	None	Solano
24MOY7	City & County of San Francisco - Recreation & Park	\$ 105,033	Install 3 electric charging stations to support electric utility carts and riding lawn mowers	N/A	N/A	N/A	Electric	LIC, CERP: BVHP	San Francisco
25MOY35	Dutton Ranch Corp.	\$ 100,680	Replace one Tier-2 diesel powered tractor with a Tier-4 diesel powered tractor and one Tier-1 diesel powered tractor with a Tier-4 diesel powered tractor	0.84	0.13	0.115	Diesel	None	Sonoma
25MOY144	Tony Lamperti	\$ 95,855	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor, and one Tier-0 agricultural diesel powered tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	0.78	0.29	0.106	Diesel	None	Sonoma
25MOY38	Pomponio Farms LLC	\$ 94,100	Replace one Tier-0 diesel powered agricultural tractor/crawler with a Tier-4 diesel powered agricultural compact track loader	1.00	0.16	0.091	Diesel	None	San Mateo
25MOY119	Nieco LLC	\$ 90,500	Replace two uncontrolled LPG industrial forklifts with electric forklifts	0.58	0.11	0.006	Electric	LIC	Sonoma
25MOY121	La Prenda Vineyards Management, Inc.	\$ 89,700	Replace two Tier-0 agricultural tractor/crawlers with a Tier-4 diesel powered agricultural tractor/crawlers	0.61	0.14	0.110	Diesel	None	Sonoma
25MOY7	Opatz Vineyard Management, Inc.	\$ 89,000	Replace one Tier-3 diesel powered tractor/crawler with a Tier-4 diesel powered tractor/crawler	1.19	0.11	0.081	Diesel	None	Napa
25MOY44	Robert Bianchi	\$ 82,100	Replace one Tier-0 diesel powered agricultural excavator with a Tier-4 diesel powered agricultural excavator	0.45	0.36	0.096	Diesel	DAC, LIC	Santa Clara
25MOY80	Gill Ag Investments	\$ 81,900	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.98	0.13	0.073	Diesel	None	Solano
25MOY109	Shafer Vineyards	\$ 80,400	Replace one Tier-1 agricultural skid steer loader with a Tier-4 diesel powered agricultural compact tracked loader	0.57	0.12	0.096	Diesel	None	Napa
25MOY42	Martinelli Vineyard Management, Inc.	\$ 79,600	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor/crawler	1.00	0.15	0.089	Diesel	None	Sonoma
25MOY24	Harjit Dhanoa LLC	\$ 76,630	Replace one Tier-0 diesel powered tractor with a Tier-4 diesel powered tractor	0.87	0.11	0.073	Diesel	None	Solano
25MOY90	Trefethen Farming LLC	\$ 74,000	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.80	0.11	0.072	Diesel	None	Napa
25MOY136	R.J.S. & Associates, Inc.	\$ 73,500	Replace one controlled LPG industrial forklift with electric forklift	0.03	0.01	0.004	Electric	DAC	Alameda
25MOY99	James Riebli	\$ 73,200	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.62	0.11	0.079	Diesel	None	Sonoma
25MOY96	Itsley Brothers Farming, LLC	\$ 73,100	Replace one Tier-0 diesel powered agricultural forklift with a Tier-4 diesel powered agricultural forklift	0.73	0.11	0.077	Diesel	None	Napa
25MOY128	Peduncle Wine Company	\$ 72,270	Replace one Tier-2 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	1.04	0.06	0.062	Diesel	None	Sonoma
25MOY94	Loney Ranch, LLC	\$ 71,600	Replace one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.52	0.11	0.082	Diesel	None	Solano
25MOY112	Itsley Brothers Farming, LLC	\$ 70,850	Replace one Tier-1 agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.46	0.11	0.086	Diesel	None	Napa
25MOY83	Andrews Vineyards, LLC	\$ 70,650	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.73	0.12	0.069	Diesel	None	Solano
25MOY55	Donald Buhman	\$ 70,500	Replace one Tier-1 diesel powered skid steer loader tractor with a Tier-4 diesel powered skid steer loader	0.49	0.11	0.085	Diesel	None	Napa
25MOY28	Larry Martin Petersen	\$ 70,300	Replace one Tier-0 diesel powered tractor with a Tier-4 diesel powered tractor	0.86	0.11	0.064	Diesel	None	Sonoma
25MOY139	Oakville Ranch Vineyards, L.P.	\$ 69,900	Replace one Tier-2 diesel agricultural tractor/crawler with a Tier-4 diesel powered agricultural tractor/crawler	1.03	0.06	0.062	Diesel	None	Napa
25MOY145	Capp Family Vineyards, Inc	\$ 67,400	Replace one Tier-0 diesel powered agricultural backhoe with a Tier-4 diesel powered agricultural excavator	0.68	0.10	0.069	Diesel	None	Napa
23MOY131	Palm Drive Vineyards LLC	\$ 66,900	Replace one Tier-0 diesel powered loader/backhoe with Tier-4 diesel powered loader/backhoe	0.36	0.31	0.080	Diesel	None	Sonoma
25MOY31	Romero Vineyard Management LLC	\$ 66,770	Replace one Tier-1 diesel powered tractor with a Tier-4 diesel powered tractor	0.63	0.10	0.071	Diesel	None	Napa
25MOY12	Alameda County GSA Property and Salvage	\$ 66,330	Replace one controlled and one uncontrolled LPG industrial forklift with electric forklifts	0.07	0.01	0.005	Electric	LIC	Alameda
25MOY27	Claudia Hernandez DBA R&R Herbs	\$ 64,300	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.69	0.09	0.063	Diesel	None	San Mateo
24MOY8	City & County of San Francisco - Recreation & Park	\$ 63,700	Install 3 electric charging stations to support electric utility carts	N/A	N/A	N/A	Electric	LIC	San Francisco
25MOY45	Hector Lopez	\$ 63,600	Replace one Tier-1 diesel powered tractor with a Tier-4 diesel powered tractor	0.38	0.10	0.078	Diesel	None	Napa
25MOY149	Green Planet 21, Inc.	\$ 60,300	Replace two controlled LPG industrial forklifts with electric forklifts, and install 2 charging stations	0.03	0.01	0.004	Electric	CERP: WOAK	Alameda
25MOY40	Dolcini Jersey Dairy	\$ 60,000	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.75	0.10	0.054	Diesel	LIC	Marin
25MOY137	V. Sangiacomo & Sons, Limited Partnership	\$ 59,950	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.53	0.09	0.064	Diesel	None	Sonoma
25MOY103	Capp Family Vineyards, Inc	\$ 59,500	Replace one Tier-1 diesel-powered agricultural tractor with a Tier-4 diesel-powered agricultural tractor	0.35	0.09	0.073	Diesel	None	Napa
25MOY33	Blue House Farm, LLC	\$ 59,300	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.73	0.09	0.052	Diesel	None	San Mateo
25MOY14	Rocky Hill Enterprise	\$ 59,200	Replace one Tier-0 diesel powered tractor with a Tier-4 diesel powered tractor	0.64	0.10	0.058	Diesel	None	Sonoma
25MOY111	Perata Vineyards LLC	\$ 59,000	Replace one Tier-0 agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.64	0.10	0.058	Diesel	None	Napa
23MOY143	Larry's Produce LLC	\$ 56,300	Replace one Tier-0 diesel powered skid steer loader with Tier-4 diesel powered skid steer loader	0.67	0.10	0.058	Diesel	None	Solano
25MOY81	Andrew Cheda	\$ 51,700	Replace one Tier-0 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	0.55	0.09	0.050	Diesel	None	Marin
25MOY21	Martinelli Farms, Inc.	\$ 51,400	Replace one Tier-0 diesel powered tractor with a Tier-4 diesel powered tractor	0.46	0.08	0.054	Diesel	None	Sonoma
25MOY126	Cook's Flat Associates DBA Smith-Madrone Winery	\$ 50,300	Replace one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.34	0.08	0.061	Diesel	None	Napa
25MOY4	Tunzi Bros Cattle Company	\$ 46,800	Replace one Tier-0 diesel powered tractor/loader with a Tier-4 diesel powered tractor/loader	0.32	0.31	0.080	Diesel	None	Sonoma
25MOY56	Frog Power Equipment LLC	\$ 46,100	Replace one uncontrolled LPG industrial forklift with electric forklift	0.28	0.04	0.003	Electric	LIC	Sonoma

**Attachment 2: List of Projects Contracted in 2024**

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25MOY59	Venu Gopala Naga Varma, Penumatsa	\$ 46,000	Replace one Tier-0 diesel powered agricultural loader with a Tier-4 diesel powered agricultural loader	0.21	0.21	0.055	Diesel	LIC	Contra Costa
25MOY89	Hicks Mountain Hens, LLC	\$ 44,000	Replace one Tier-0 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	0.22	0.19	0.052	Diesel	LIC	Marin
25MOY43	The Trust for Hidden Villa	\$ 39,500	Replace one Tier-2 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader and Tier-0 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	0.31	0.10	0.044	Diesel	None	Santa Clara
25MOY84	Neve Bros., Inc.	\$ 36,900	Replace one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.25	0.06	0.044	Diesel	None	Sonoma
25MOY129	Palm Drive Vineyards LLC	\$ 36,200	Replace one Tier-0 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.19	0.16	0.041	Diesel	None	Sonoma
25MOY100	Emanuel Correia	\$ 35,800	Replace one Tier-0 diesel powered agricultural tractor/loader with a Tier-4 diesel powered agricultural tractor/loader	0.31	0.06	0.039	Diesel	None	Sonoma
24MOY12	City & County of San Francisco - Recreation & Park	\$ 24,460	Install 1 electric charging station to support electric riding lawn mowers	N/A	N/A	N/A	Electric	LIC	San Francisco
25MOY132	Dennis and Tina De La Montanya, dba De La Montanya Vineyards	\$ 24,200	Replace one Tier-1 diesel powered agricultural tractor with a Tier-4 diesel powered agricultural tractor	0.15	0.09	0.029	Diesel	None	Sonoma
25MOY29	Napa Valley Wine Train, LLC	\$ 22,000	Replace one uncontrolled LPG industrial forklift with electric forklift	0.10	0.01	0.001	Electric	LIC	Napa
<b>Off-Road Total</b>		<b>\$ 22,438,832</b>	<b>107 Projects</b>	<b>240.6</b>	<b>29.5</b>	<b>16.5</b>			
<b>Marine Projects</b>									
VWFM-24-0709	Port of Oakland	\$ 4,998,000	Install Shore Power Charging Infrastructure	46.22	N/A	N/A	Electric	DAC, CERP: WOAK	Alameda
23MOY146	Amnav Maritime, LLC	\$ 3,150,000	Repower two Tier-3 engines to Tier-4 diesel engines on a tug boat	67.54	8.44	1.320	Diesel	DAC, CERP: WOAK, RSP	Alameda, Contra Costa
25MOY85	Amnav Maritime, LLC	\$ 3,150,000	Repower two Tier-3 engines with Tier-4 engines in a tugboat	67.54	8.44	1.320	Diesel	DAC, CERP: WOAK, RSP	Alameda, Contra Costa
23MOY145	Amnav Maritime, LLC	\$ 2,900,000	Repower two Tier-3 engines to Tier-4 diesel engines on a tug boat	61.91	7.74	1.210	Diesel	DAC, CERP: WOAK, RSP	Alameda, Contra Costa
23MOY12	Brian Collier	\$ 444,800	Repower two Tier-0 engines to Tier-3 engines on a commercial fishing vessel	8.22	-0.07	0.320	Diesel	DAC, LIC	Contra Costa
23MOY121	Crowl Holdings, LLC	\$ 78,100	Repower one Tier-0 diesel powered engine with Tier-3 diesel powered engine on a commercial fishing boat	1.65	-0.04	0.068	Diesel	None	San Francisco
<b>Marine Total</b>		<b>\$ 14,720,900</b>	<b>6 Projects</b>	<b>253.1</b>	<b>24.6</b>	<b>4.2</b>			

- Total emissions reductions are calculated as the total emissions reduced over the project life. Project lives vary by individual project unit and range from 2-10 years.  
Legend: NOx - Nitrogen Oxides; ROG - Reactive Organic Gases; PM - Particulate Matter
- Legend: DAC - Disadvantaged Communities; LIC - Low-Income Communities; CERP: Community Emissions Reduction Plan Communities;  
WOAK: West Oakland; EOAK: East Oakland; RSP: Richmond-San Pablo; BVHP: Bayview Hunters Point/Southeast San Francisco
- Replacement and repower projects are for mobile sources which often operate in multiple locations.
- Infrastructure-only projects typically do not have calculated emissions reductions values. These projects achieve long-term emissions reductions by supporting the accelerated transition to zero-emission equipment.
- All projects funded through the Volkswagen NOx Mitigation funding source do not have required ROG and PM reductions calculations. These projects are identified by project numbers beginning with 'VWFM...'
- Dependent on the equipment being replaced, some projects may increase ROG emissions, while reducing NOx and PM emissions.  
Negative values indicate increased ROG emissions. For these projects, the net emissions reductions qualify the project as cost-effective in reducing overall emissions.



# 2024 Annual Report Heavy-Duty Equipment Grants

## Policy, Grants, and Technology Committee

March 19, 2025

**Alona Davis, Manager**

**Adriana Kolev, Senior Staff Specialist**

**Strategic Incentives Division**

# Background – Heavy Duty Equipment Grants

Funding projects that reduce toxic air pollutants from mobile sources  
Including: Nitrogen Oxides (NO<sub>x</sub>), Reactive Organic Gases (ROG), Particulate Matter (PM<sub>10</sub>)



# Background - Primary Funding Sources



## California Air Resources Board (CARB)

- Carl Moyer Memorial Air Quality Standards Attainment Program (CMP)
- Community Air Protection (CAP Incentives)
- Funding Agricultural Replacement Measures for Emission Reductions (FARMER)



## Department of Motor Vehicles (DMV) Surcharge

- Transportation Fund for Clean Air (TFCA) 60% Regional Fund
- Mobile Source Incentive Fund (MSIF)



## Volkswagen Environmental Mitigation Trust (VW Trust)

Logos from respective websites

# Background – Project Types

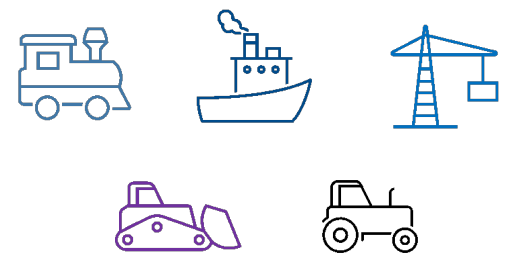
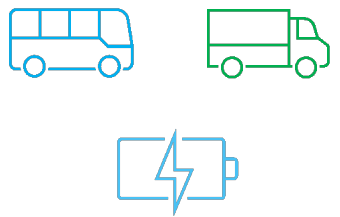
- Scrapping and Replacing Polluting Engines/Equipment
- New Zero-Emission (ZE) Equipment and Infrastructure





# Background – Cost-Effectiveness

- Project Award Amounts are based on Cost-Effectiveness (CE)
- **CE informs the ton of emissions reduced per dollar spent**
- Projects are evaluated to calculate the tons of emissions reduced, considering factors such as: equipment emission rates, regulatory requirements, usage

<u>CE limit for Conventional Fuel</u>	<u>CE limit for ZE</u>
 <p>Up to <b>\$34,000/ton</b></p>	 <p>Up to <b>\$522,000/ton</b></p>

# Background – Priority Areas

Focus on areas disproportionately affected by environmental pollution

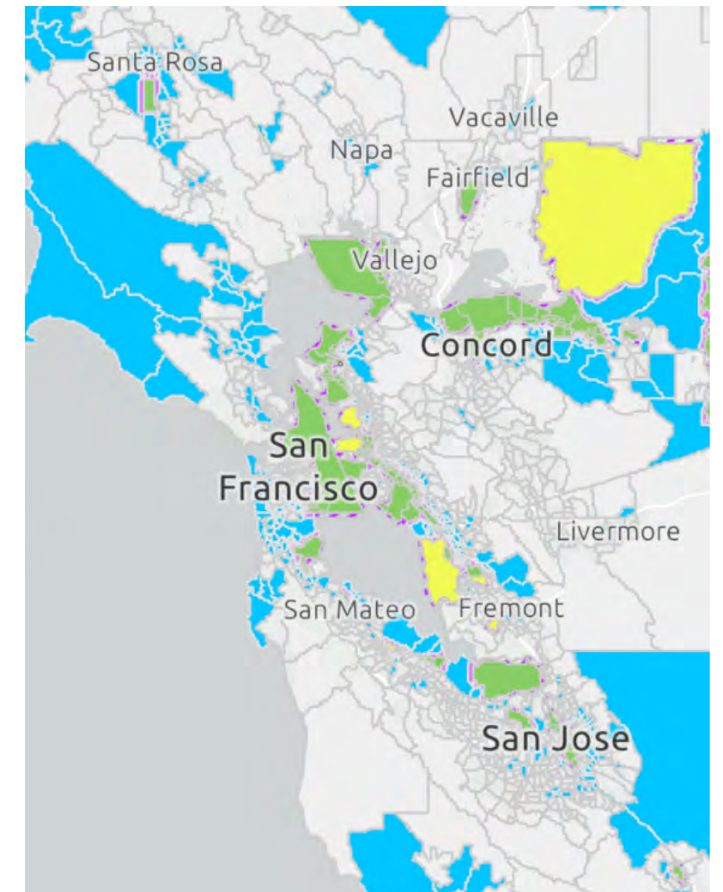


## Assembly Bill (AB) 617 communities

- West Oakland
- East Oakland
- Richmond-North Richmond-San Pablo
- Bayview Hunters Point/Southeast San Francisco

## California Climate Investments

- Disadvantaged Communities
- Low-Income Communities



Source: California Climate Investments

# Background - Strategic Plan

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## Reimagining Funding (1.4)

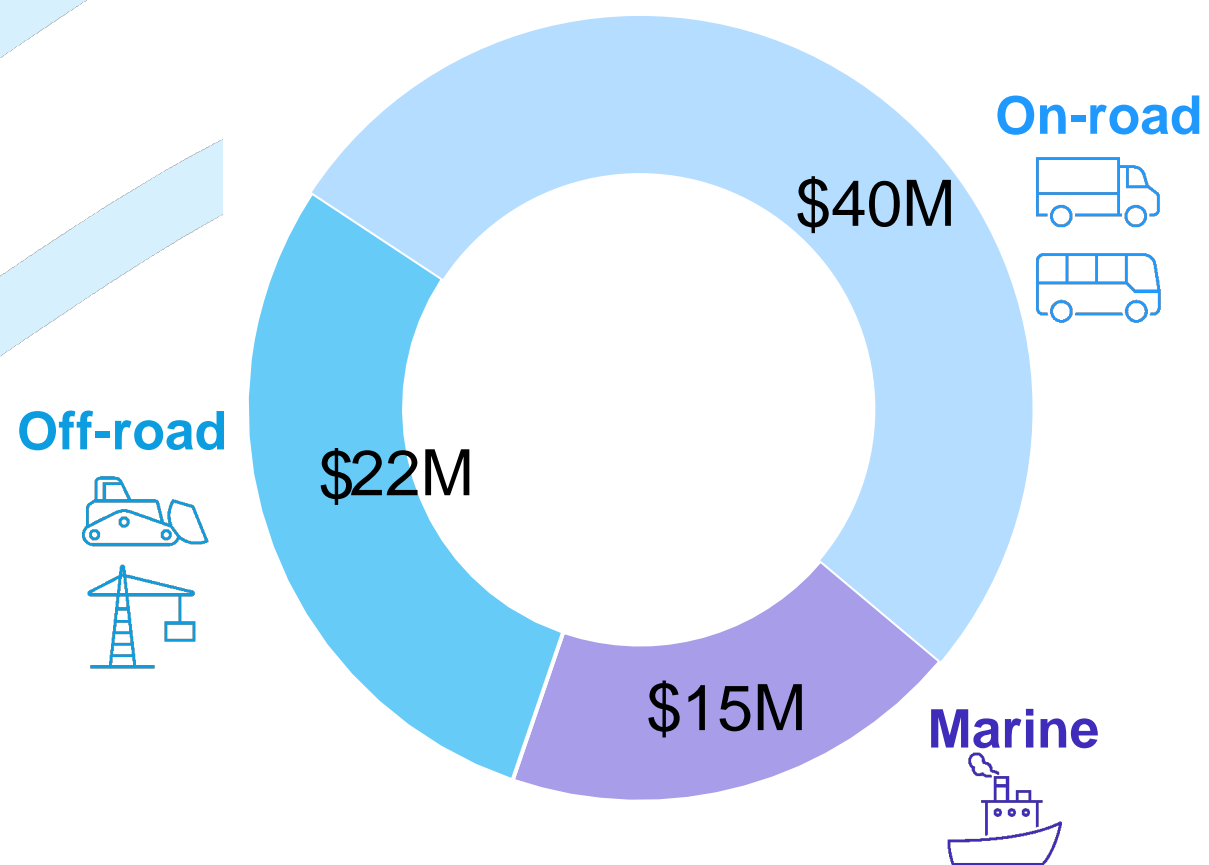
- Evaluate opportunities to minimize application barriers
- Collaborate with communities to explore innovative project ideas, additional funding sources with expanded flexibility, and improvements to grant implementation
- Develop new programs informed by community input
- Adjust strategy as needed following updated emissions data

## Ensuring Success (4.0)

- Develop resources and capacity to honor our commitments

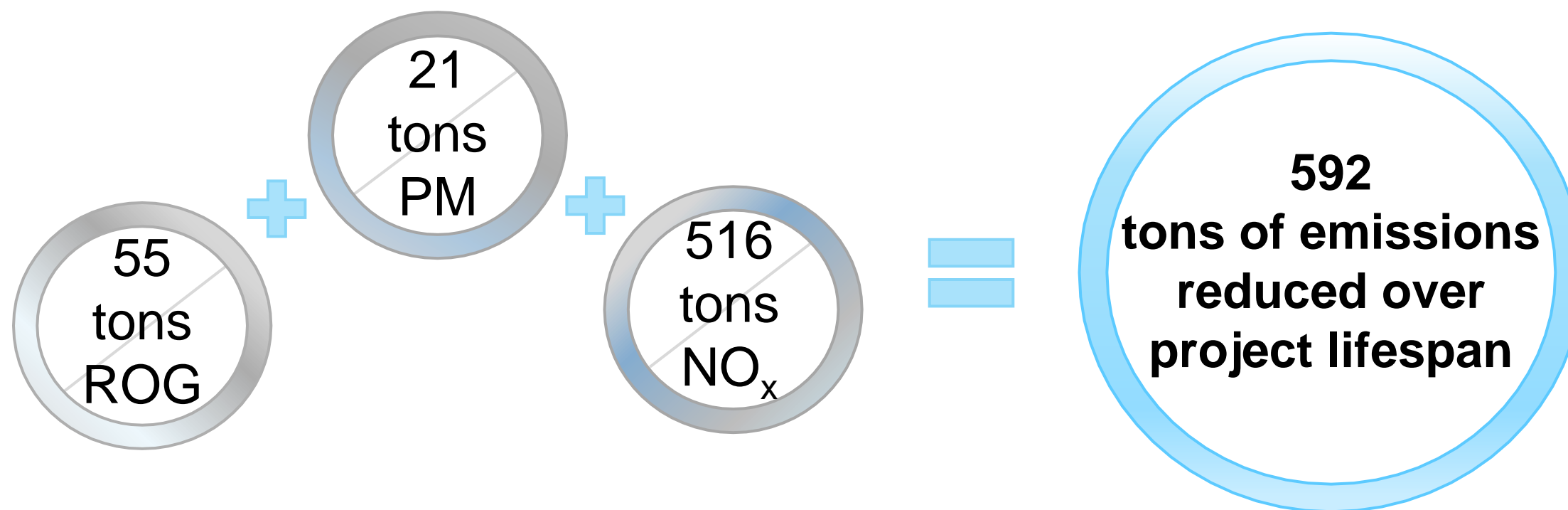
# 2024 Project Summary – Contracted Projects

**\$77 Million (M) Contracted to 124 Projects**



	Equipment/Engines	Charging Stations
Total	<b>282</b>	<b>302</b>
On-Road	78	264
Off-Road	195	37
Marine	9	1

# 2024 Projects Summary – Emissions Reduced



Emissions are reduced by replacing dirty, polluting engines/equipment with new, cleaner options

Emission reductions are based on California Air Resources Board approved calculations

# 2024 Highlight – Greatest Emissions Reduced



**Six engines in three tugboats** that operate around the ports of Oakland and Richmond to be upgraded

**225 tons of emissions reduced**

# 2024 Highlight – Greatest Emissions Reduced



**Five diesel-powered units** used in construction and industrial operations that operate in West Oakland, Richmond, and Bayview Hunters-Point to be replaced

**61 tons of emissions reduced**

# 2024 Highlight – Most Cost-Effective



**\$12 million**  
to 83 Agricultural Projects

**150 units to be replaced**  
to cleaner standards

No regulations requiring  
upgrades & highly polluting

**Protects farm workers from**  
**harmful diesel PM**

**Significant health benefits to**  
**residents region-wide**





# 2024 Highlight – ZE Funding

**\$49 million** to 37 ZE projects

**113 units** to be replaced with ZE

- 36 Heavy-Duty Trucks
- 37 School Buses
- 40 Off-Road Units

**302 Chargers and Stations** to be installed including Marine Shore Power



# 2024 Highlight – Priority Communities



## **\$58 million benefitting Priority Communities**

\$27 million to AB 617 communities

109 units replaced to cleaner

- 38 School Buses
- 8 Marine Vessel Engines
- 53 Off-Road Units

204 Chargers and Stations  
including Marine Shore Power

# 2024 Program Summary

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## Cyclical Program

- Funding made available on an annual basis
- **\$77 million** contracted to 124 projects in Calendar Year 2024
- **75%** to Priority Communities
- **592 tons** of harmful pollutants to be reduced

# Strategic Plan – Improving Grant Implementation

## Reimagined Programs

- Adjusting eligibility requirements - *requiring* most projects to benefit priority communities
- Increasing award amounts for projects near sensitive receptors (ex: schools, hospitals)

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT** Emissions Reduction Incentive Program

### 2024-2025 Geographic Eligibility Form

Funding for this cycle is only available for eligible projects where emission reductions benefit the Air District's most impacted communities, as defined below.  
Applicants must complete Page 1 of this form and submit it with their [application](#). Please see page 2 for additional instructions. Provided information will be verified by Air District staff.

**Form:**  
To my best knowledge, this proposed project is: *(check applicable box)*

- **A marine vessel:**
  - Domiciled in West Oakland, East Oakland, Richmond-San Pablo, or Bayview-Hunters Point/Southeast San Francisco
  - Operating 90% within the San Francisco Bay.  
*For the purposes of this program, the San Francisco Bay includes all of the waters to the east of the Golden Gate Bridge, that include the San Francisco Bay, San Pablo Bay, and Suisun Bay, and connecting navigable waters within the Air District's jurisdiction.*
- **A locomotive:**
  - Domiciled in,
  - Operating at least 30% in,
  - With at least one stop in, West Oakland, East Oakland, Richmond-San Pablo, or Bayview-Hunters Point/Southeast San Francisco

OR

- Owned and operated by a public agency, and going to zero or near-zero emission technology
- **A school bus or transit bus:**
  - Domiciled in,
  - With at least one stop in, West Oakland, East Oakland, Richmond-San Pablo, or Bayview-Hunters Point/Southeast San Francisco OR other areas in the Bay Area designated as disadvantaged or low-income communities
- **Off-road equipment:**
  - (non-agricultural) operating at least 30% in West Oakland, East Oakland, Richmond-San Pablo, or Bayview-Hunters Point/Southeast San Francisco OR other areas in the Bay Area designated as disadvantaged or low-income communities
  - Agricultural equipment

# Strategic Plan – New Programs & Tools

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## **Developing Programs Informed by Community Input**

Upcoming e-lawn & garden program



## **Minimizing Application Barriers**

Launching *voucher-based*  
ZE heavy-duty truck program

## **Ensuring Success**

Developing an updated grants management system

# Questions?

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## **For more information:**

Alona Davis

Manager, Strategic Incentives Division

[adavis@baaqmd.gov](mailto:adavis@baaqmd.gov)

**BAY AREA AIR DISTRICT**  
Memorandum

To: Chairperson Vicki Veenker and Members  
of the Policy, Grants, and Technology Committee

From: Philip M. Fine  
Executive Officer/APCO

Date: March 19, 2025

Re: Status of the California Air Resources Board Clean Air Act Waiver  
Requests

RECOMMENDED ACTION

None; the Committee will discuss, but no action is requested at this time.

BACKGROUND

The Congressional Review Act (CRA) - codified in [5 U.S.C. §§ 801-808](#) - is a tool Congress can use to overturn certain federal agency actions. The CRA requires agencies to report issuance of "rules" to Congress and provides procedures to consider legislation to overturn that rule.

The text below was obtained from the California Air Resources Board (CARB) website related to the United States Environmental Protection Agency (US EPA) granting of California Clean Air Act waivers - [California & the waiver: The facts:](#)

**Legal requirements for a waiver under the Clean Air Act**

The U.S. EPA has granted California waivers for its clean air and climate program for decades based on its long-standing determination that:

1. California's standards are **at least as protective as federal standards**, and that **the state's determination of that fact was not arbitrary and capricious**;
2. California's standards are needed to meet **compelling and extraordinary conditions**.
3. California's standards are not inconsistent with certain Clean Air Act provisions related to **technical feasibility and lead time to manufacturers**.

DISCUSSION

Air District staff will provide a brief summary and status of the CARB Clean Air Act waiver requests to US EPA and federal legislative activity subject to the Congressional Review Act.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Alan Abbs  
Reviewed by: Viet Tran

ATTACHMENT(S):

1. Status of the California Air Resources Board Clean Air Act Waiver Requests Presentation





# Status of the California Air Resources Board (CARB) Clean Air Act Waiver Requests

## Policy, Grants, and Technology Committee

March 19, 2025

Alan Abbs

Legislative Officer

Legislative and Government Affairs

# CARB Clean Air Act Waivers and Authorizations

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Recent United States Environmental Protection Agency (US EPA) Actions for California Requests on:

- Advanced Clean Cars II regulations – **Granted** by US EPA (December 2024)
- Omnibus Low Nitrogen Oxides (NOx) regulations – **Granted** by US EPA (December 2024)
- Small Off-Road Engines Amendments – **Granted** by US EPA (December 2024)
- Commercial Harbor Craft Amendments – **Granted** by US EPA with exceptions (January 2025)
- Transport Refrigeration Unit (TRU) Amendments – **Granted** by US EPA with exceptions (January 2025)
- In-Use Off-Road Diesel-Fueled Fleet Amendments – **Granted** by US EPA (January 2025)
- Advanced Clean Fleets – **Withdrawn** by CARB (January 2025)
- In-Use Locomotive Standards – **Withdrawn** by CARB (January 2025)

[Vehicle Emissions California Waivers and Authorizations | US EPA](#)

# What is the Congressional Review Act (CRA)?

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- Codified in the United States Code (USC) [5 U.S.C. §§ 801-808](#)
- Is a tool Congress can use to overturn certain federal agency actions
- Requires agencies to report issuance of “rules” to Congress
- Provides procedures to consider legislation to overturn that rule

# How does the CRA Work?

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- Agencies must report the issuance of “rules” to Congress
- What is a “rule” for purposes of CRA?
  - Major rules, non-major rules, interim final rules
  - May include agency actions not subject to traditional notice-and-comment rulemaking, such as guidance documents and policy memoranda
  - Does not apply to presidential actions or to non-rule agency actions such as orders

*\*\*\*Members can ask United States Government Accountability Office (US GAO) for legal opinion on whether something is a rule for purposes of CRA.*

# How does the CRA Work?

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- Once a rule is submitted (or opined on by US GAO), a 60-day clock starts
- 60 days of continuous session, which does not include adjournments of 3 days or longer
- Disapproval resolutions must be submitted before end of 60-day window
- [“Lookback” Mechanism](#) for new sessions of Congress

# How does the CRA Work? (cont.)

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- Disapproval resolutions go through typical Committee referral and Floor vote process
- Senate version cannot be filibustered
- Majority vote for both houses
- Vice President can break a tie in the Senate
- If passed in both houses, it is sent to President for signature

# Proposed Congressional Disapprovals (US EPA)

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Congressional disapproval relating to:

- Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles-Phase 3
  - [House Joint Resolution \(H.J.Res.\)26](#) (Fulcher, Russ [R-ID-1])
- Trichloroethylene (TCE); Regulation Under the Toxic Substances Control Act (TSCA)
  - [H.J.Res.27](#) (Harshbarger, Diana [R-TN-1]) | [H.J.Res.34](#) (Harshbarger, Diana [R-TN-1]) | [Senate Joint Resolution \(S.J.Res.\)19](#) (Kennedy, John [R-LA])
- Phasedown of Hydrofluorocarbons: Management of Certain Hydrofluorocarbons and Substitutes Under the American Innovation and Manufacturing Act of 2020
  - [H.J.Res.30](#) (Dunn, Neal P. [R-FL-2]) | [H.J.Res.38](#) (Dunn, Neal P. [R-FL-2]) | [S.J.Res.14](#) (Marshall, Roger [R-KS])
- Waste Emissions Charge for Petroleum and Natural Gas Systems: Procedures for Facilitating Compliance, Including Netting and Exemptions
  - [H.J.Res.35](#) (Pfluger, August [R-TX-11]) | [House Resolution \(H.Res.\)161](#) (Houchin, Erin [R-IN-9]) | [S.J.Res.12](#) (Hoeven, John [R-ND])

# Proposed Congressional Disapprovals (US EPA) (cont.)

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Congressional disapproval relating to:

- New Source Performance Standards Review for Volatile Organic Liquid Storage Vessels (Including Petroleum Liquid Storage Vessels)
  - [H.J.Res.43](#) (Clyde, Andrew S. [R-GA-9])
- Reconsideration of the Dust-Lead Hazard Standards and Dust-Lead Post-Abatement Clearance Levels
  - [H.J.Res.45](#) (Clyde, Andrew S. [R-GA-9])
- National Emission Standards for Hazardous Air Pollutants: Rubber Tire Manufacturing
  - [H.J.Res.61](#) (Griffith, H. Morgan [R-VA-9]) | [H.Res.177](#) (Langworthy, Nicholas A. [R-NY-23]) | [S.J.Res.24](#) (Scott, Tim [R-SC])



# Proposed Congressional Disapprovals (US EPA) (cont.)

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Congressional disapproval relating to:

- Review of Final Rule Reclassification of Major Sources as Area Sources Under Section 112 of the Clean Air Act
  - [S.J.Res.31](#) (Curtis, John R. [R-UT])
- Updates to New Chemicals Regulations Under the TSCA
  - [H.J.Res.76](#) (Higgins, Clay [R-LA-3])



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# Does the CRA Impact the California Waivers?

# Questions/Discussion

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**For more information:**

Alan Abbs, Legislative Officer | [aabbs@baaqmd.gov](mailto:aabbs@baaqmd.gov)