



BOARD OF DIRECTORS
POLICY, GRANTS, AND TECHNOLOGY COMMITTEE
April 16, 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 Alameda County Supervisor
David Haubert
4501 Pleasanton Avenue
Pleasanton, CA 94566

Alameda County
Board of Supervisors District 3
101 Callan Ave., Suite 103
San Leandro, CA 94577

Office of Supervisor Margaret Abe-Koga
Palo Alto Courthouse
270 Grant Ave., 1st Floor
Palo Alto, CA 94306

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

City of San Bruno
567 El Camino Real, Room 138
San Bruno, CA 94066

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.

Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/86310330878>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is: 863 1033 0878

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, APRIL 16, 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 Committee Meeting of March 19, 2025

The Committee will consider approving the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of March 19, 2025.

ACTION ITEM(S)

4. State Legislative Updates

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) 674 (Connolly), AB 914 (Garcia), AB 1106 (Rodriguez), AB 1352 (Solache), and Senate Bill (SB) 69 (McNerney). In addition, the Committee will discuss updates on state legislation, including Air District-Co-Sponsored bills, and other bills of interest.

The Committee will discuss and consider taking a position on SB 318 (Becker), at the request of the Board of Directors. At the April 2, 2025, Board of Directors meeting, the Board delegated authority to the Committee to adopt a position on SB 318 (Becker). This item will be presented by Alan Abbs, Legislative Officer.

5. Transportation Fund for Clean Air 40% Fund Allocation and Expenditure Plans for Fiscal Year Ending 2026

The Committee will consider recommending to the Board of Directors that the Board (i) approve the proposed allocation of the estimated new Transportation Fund for Clean Air (TFCA) revenue to each of the nine Administering Agencies for Fiscal Year Ending 2026 that will be funded by the 40% portion of the TFCA and (ii) authorize the Executive Officer/APCO to enter into funding agreements with the Administering Agencies for these funds. Allocations are based on each county's proportionate share of vehicle registration fees collected and are passed through the Air District from the DMV to the Administering Agencies, to be used at their discretion within the bounds of the TFCA authorizing legislation. This item will be presented by Minda Berbeco, Manager in the Strategic Incentives Division.

OTHER BUSINESS

6. 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.

7. 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)

8. Time and Place of Next Meeting

Wednesday, May 21, 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 Committee meeting shall be adjourned by the Chair.

CONTACT:

MANAGER, EXECUTIVE OPERATIONS
375 BEALE STREET, SAN FRANCISCO, CA 94105
vjohnson@baaqmd.gov

(415) 749-4941
FAX: (415) 928-8560
BAAQMD homepage:
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 to learn how and where to file a complaint of discrimination.

Questions regarding this Policy should be directed to the Air District's Non-Discrimination Coordinator, Diana Ruiz, Acting Environmental Justice and Community Engagement Officer, at (415) 749-8840 or by email at 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**

APRIL 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	16	10:00 a.m.	1 st Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	16	1:00 p.m.	1 st Floor Board Room

MAY 2025

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Special Meeting Budget Hearing	Wednesday	7	9:00 a.m.	1 st Floor Board Room
Board of Directors Meeting	Wednesday	7	10:00 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee	Wednesday	14	10:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Community Equity, Health and Justice Committee	Wednesday	14	1:00 p.m.	1 st Floor, Yerba Buena Room
Board of Directors Community Advisory Council Retreat	Friday Saturday	16 17	6:00 p.m. 8:00 a.m.	Holiday Inn San Jose (San Jose Ballroom) Silicon Valley 1350 North 1st St. San Jose, CA 95112
Board of Directors Policy, Grants and Technology Committee	Wednesday	21	10:00 a.m.	1 st Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	21	1:00 p.m.	1 st Floor Board Room

MV 4/9/25 – 4:21 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: April 16, 2025

Re: Approval of the Draft Minutes of the Policy, Grants, and Technology
Committee Meeting of March 19, 2025

RECOMMENDED ACTION

Approve the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of March 19, 2025.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of March 19, 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 Committee Meeting of March 19, 2025

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

Policy, Grants, and Technology Committee Meeting
Wednesday, March 19, 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

CALL TO ORDER

1. **Opening Comments:** Policy, Grants, and Technology Committee (Committee) Chairperson, Vicki Veenker, called the meeting to order at 10:01 a.m.

Roll Call:

Present, In-Person (Bay Area Metro Center (375 Beale Street, 1st Floor Board Room, San Francisco, California, 94105): Committee Chairperson Vicki Veenker; and Vice Chairperson Juan González III.

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 (Napa County Administration Building, 1195 Third Street, Suite 310, Crystal Conference Room, Napa, CA 94559): Director Joelle Gallagher.

Present, In-Person Satellite Location (Office of Contra Costa County Supervisor Ken Carlson, 2255 Contra Costa Blvd., Suite 202, Pleasant Hill, CA 94523): Director Ken Carlson.

Present, In-Person Satellite Location (San Mateo County 3rd District Office, 270 Capistrano Road, Suite 6, Half Moon Bay, CA 94019): Director Sergio Lopez and Ray Mueller.

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): Director Otto Lee.

Absent: Directors Margaret Abe-Koga, David Haubert, and Rico E. Medina.

2. **PLEDGE OF ALLEGIANCE**

CONSENT CALENDAR

3. **APPROVAL OF THE DRAFT MINUTES OF THE POLICY, GRANTS, AND TECHNOLOGY SPECIAL COMMITTEE MEETING OF FEBRUARY 26, 2025**

Public Comments

No requests received.

Committee Comments

None.

Committee Action

Vice Chair González made a motion, seconded by Director Lee, to **approve** the Draft Minutes of the Policy, Grants, and Technology Special Committee Meeting of February 26, 2025; and the motion **carried** by the following vote of the Committee:

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

ACTION ITEM

4. **STATE LEGISLATIVE UPDATE**

Alan Abbs, Legislative Officer, gave the staff presentation *State Legislative Updates*, including: action requested; outline; Air District co-sponsored bills: Assembly Bill (AB) 14 Hart and Senate Bill (SB) 282 (Wiener); Board-approved position bills: AB 546 (Caloza) and AB 907 (Chen); additional bills of interest: AB 339 (Ortega), AB 1226 (Essayli), AB 1368 (Wallis), SB 712 (Grove); additional bills for brief discussion; and recap of action requested.

Public Comments

Public comments were given by Patrick Messac, Air District Community Advisory Council (CAC) member; and Dr. Stephen Rosenblum, Palo Alto resident.

Committee Comments

The Committee and staff discussed the following:

Regarding AB 1226 (Essayli) - Air quality: wildland vegetation management burning: permits: exemption: the option of adopting a position of “oppose unless amended” and the desire for a sunset provision; the request that this issue be discussed with the full Board; the desire to

refrain from decoupling prescribed burning with associated health impacts, which can be transported to other communities by the wind; whether this bill excludes farm burning; concerns regarding air districts being characterized as “barriers” to prescribed burning, and the frequency of the Air District’s meetings with fire agencies and burn managers; and the belief that the Air District should not refrain from taking a position on a bill that would reduce the Air District’s authority.

Regarding AB 339 (Ortega) - Local public employee organizations: notice requirements: The Board and staff discussed whether the Air District’s bargaining units have a right of notification when the Air District contracts out certain positions, and notice that is currently required.

Regarding AB 306 (Schultz) - Building regulations: state building standards: The Board and staff discussed exemptions within this bill.

Regarding AB 1280 (Garcia) – Energy (California Infrastructure and Economic Development Bank financing climate catalyst projects that enable the decarbonization of industrial facilities’ use of heat and power, including, industrial heat pump and thermal energy storage projects): Chair Veenker expressed interest in learning more about this bill.

Committee Action

Director Mueller made a motion, seconded by Director Lopez, to recommend that the Board **adopt** the position of “Oppose Unless Amended” for AB 1226 (Essayli): air quality; wildland vegetation management burning: permits: exemption, with amendments that include a sunset date provision of 3 to 5 years and the bill will only apply to wildland vegetation management burning.

The motion **DID NOT CARRY** by the following vote of the Committee, due to the fact that a majority of 11 Committee members (6) did not vote in favor:

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

Then, Vice Chair González made a motion, seconded by Director Mueller, to recommend that the Committee sends AB 1226 (Essayli): Air quality; wildland vegetation management burning: permits: exemption to the full Board for a discussion and consideration with no recommendation, also requesting that the Board be made aware of the failed motion on record in Item 4 of the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of March 19, 2025, due to the fact that a majority of 11 Committee members (6) did not vote in favor.

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

AYES: Carlson, González, Lee, Lopez, Mueller, Tam.
NOES: Gallagher, Veenker.
ABSTAIN: None.

ABSENT: Abe-Koga, Haubert, Medina.

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

1. Oppose AB 339 (Ortega) – Local public employee organizations: notice requirements
2. Oppose AB 1368 (Wallis) – Smog check: exemption
3. Oppose SB 712 (Grove) – Smog check: exemption

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

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

INFORMATIONAL ITEMS

5. UPDATE ON INTERSTATE 580 TRUCK ACCESS STUDY

Cameron Oakes, Deputy District Director of Caltrans District 4, gave the presentation *Update on Interstate 580 (I-580) Truck Access Study*, including: outline; I-580 truck ban history; I-580 truck ban creates inequity; update of I-580 truck access study; technical analysis and forecasting; Air District’s work progress; Racial Equity Assessment Report; public and stakeholder engagement; study partners and Technical Advisory Committee (TAC); study timeline and schedule; and next steps.

Public Comments

Public comments were given by Patric Messac, CAC member.

Committee Comments

The Committee and staff discussed the surprise of several Board members who were not aware of this ban; I-880 average daily truck traffic (the number of trucks); the desire for more stringent emission controls so that trucks may be cleaner in the future; anticipated pushback if truck traffic was redirected from the Port of Oakland and warehouses adjacent to I-880; the importance of considering all socioeconomic indicators of health of those living the Oakland/San Leandro area (air quality differences versus other factors); and, were the ban to be lifted, the anticipated number of trucks would use the route, and potential traffic changes.

Committee Action

No action taken.

6. UPDATE ON THE BAY AREA REGIONAL CLIMATE ACTION PLAN (BARCAP) INITIATIVE

Monte DiPalma, Senior Air Quality Engineer, gave the staff presentation *Update on the Bay Area Regional Climate Action Plan Initiative*, including: outline; BARCAP initiative; goals of the BARCAP initiative; Advisory Work Group for BARCAP; plan development and engagement; Bay Area’s greenhouse gas (GHG) emissions; draft GHG inventory – BARCAP region; transportation; residential and commercial buildings; electricity generation (power); waste and materials management; agricultural/natural and working lands; and BARCAP next steps.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the fact that the United States Environmental Protection Agency (US EPA) provided a separate climate planning grant to Santa Clara County, and appreciation for the 2022 greenhouse gas inventory for the BARCAP region.

Committee Action

No action taken.

7. OVERVIEW OF AIR DISTRICT’S HEAVY-DUTY EQUIPMENT GRANT PROGRAMS AND SUMMARY OF RESULTS FOR CALENDAR YEAR 2024

Alona Davis, Strategic Incentives Manager, and Adriana Kolev, Senior Staff Specialist, gave the staff presentation *2024 Annual Report on Heavy-Duty Equipment Grants*, including: background – heavy-duty equipment grants, primary funding sources, project types, cost-effectiveness, priority areas, Strategic Plan; 2024 project summary – contracted projects and emissions reduced; 2024 highlight - greatest emissions reduced, most cost-effective, zero-emission (ZE) funding, priority communities; 2024 program summary; Strategic Plan – improving grant implementation and new programs and tools.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the amount of pollution emitted by a single diesel truck per day; whether the public should be more concerned about the health impacts from Particulate Matter (PM)₁₀ or PM_{2.5}; whether road weight of vehicles and subsequent road repair is incorporated in the Air District’s cost benefit analysis calculations; and whether the Air District plans to build a new grants management system or customize an existing system.

Committee Action

No action taken.

8. STATUS OF THE CALIFORNIA AIR RESOURCES BOARD (CARB) CLEAN AIR ACT WAIVER REQUESTS

Mr. Abbs gave the staff presentation *Status of the California Air Resources Board Clean Air Act Waiver Requests*, including: CARB Clean Air Act waivers and authorizations; what is the Congressional Review Act (CRA); how does the CRA work; proposed congressional disapprovals (US Environmental Protection Agency (US EPA)); and does the CRA impact the California waivers?

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the CRA's lookback provision; whether certain US EPA determinations would be subject to the CRA; next steps, were the Clean Air Act waivers to be invalidated, which entity would decide whether the approach that is taken is the correct one.

Committee Action

No action taken.

OTHER BUSINESS

9. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received

10. COMMITTEE MEMBER COMMENTS

None.

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 meeting was adjourned at 12:59 p.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: April 16, 2025

Re: State Legislative Updates

RECOMMENDED ACTION

1. Recommend to the Board of Directors that the Board adopt the following positions on current State Legislation introduced as an Assembly Bill (AB) or a Senate Bill (SB):
 - Support AB 674 (Connolly) – Clean Cars 4 All Program
 - Support AB 1106 (Rodriguez) – State Air Resources Board: regional air quality incident response program
 - Support AB 1352 (Solache) – Community air protection programs: financial support
 - Support SB 69 (McNerney) – Clean Cars 4 All Program
 - Work with Author AB 914 (Garcia) – Air pollution: indirect sources: toxic air contaminants

2. Adopt a position (or adopt no position) on the following legislation:
 - SB 318 (Becker) – Air pollution: stationary sources: best available control technology: indirect sources

The Board discussed and considered the staff recommendation to oppose SB 318 at its meeting on April 2, 2025. The Board requested that the Committee discuss and consider SB 318, as staff had a scheduled call with Senator Becker and his staff on April 3, 2025. The Board delegated authority to the Committee to adopt a position on SB 318.

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.

California State Legislature Upcoming Dates and Deadlines:

May 2, 2025	Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house.
May 9, 2025	Last day for policy committees to hear and report to the Floor nonfiscal bills introduced in their house.
May 23, 2025	Last day for fiscal committees to hear and report to the Floor bills introduced in their house.
June 6, 2025	Last day for each house to pass bills introduced in that house.
June 15, 2025	Budget Bill must be passed by midnight.
July 18, 2025	Last day for policy committees to meet and report bills. Summer recess begins upon adjournment of session provided Budget Bill has been passed.
August 18, 2025	Legislature reconvenes from Summer Recess.
August 29, 2025	Last day for fiscal committees to meet and report bills to the Floor.
September 5, 2025	Last day to amend on the Floor.
September 12, 2025	Last day for each house to pass bills. Interim Study Recess begins at end of this day's session.
October 12, 2025	Last day for the Governor to sign or veto bills passed by the Legislature before September 12 and in the Governor's possession on or after September 12.
January 1, 2026	Statutes take effect.

Attached is a matrix of bills that the Air District is currently tracking and has been arranged by category.

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. (Based on 03/13/2025 text)

Status: AB 14 was introduced on December 2, 2024, and was amended on March 13, 2025. The bill was double-referred to the Assembly Water, Parks, and Wildlife Committee and the Assembly Natural Resources Committee. The bill passed the Assembly Water, Parks, and Wildlife Committee on March 25, 2025, and the Assembly Natural Resources Committee on April 7, 2025, on consent for both committees. The bill has been referred to the Assembly Appropriations Committee – hearing date pending.

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

SB 282 (Wiener) - Heat Pump Access Act

CapitolTrack Summary: Current law requires the State Energy Resources Conservation and Development 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. (Based on 03/17/2025 text)

Status: SB 282 was introduced on February 5, 2025, and was amended on March 17, 2025. This bill was double-referred to the Senate Energy, Utilities, and Communications Committee and the Senate Local Government Committee. The bill passed the Senate Energy, Utilities, and Communications Committee on April 7, 2025, and will next be heard in the Senate Local Government Committee on April 23, 2025.

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

Air District Board-Approved-Position Bills:

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 was referred to the Assembly Public Employment and Retirement Committee. The bill passed the Assembly Public Employment and Retirement Committee favorably on March 19, 2025, and has been referred to the Assembly Appropriations Committee and is set to be heard on April 9, 2025.

Position: Oppose (approved by the Board on April 2, 2025)

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 was referred to the Assembly Natural Resources Committee. The bill passed the Assembly Natural Resources Committee on April 7, 2025, on consent and has been referred to the Assembly Appropriations Committee – hearing date pending.

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

AB 1368 (Wallis) – 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 extend the above exemption from vehicles that were manufactured prior to the 1976 model year, to any motor vehicle that is 30 or more model years old. (Based on 03/24/2025 text)

Status: AB 1368 was introduced on February 21, 2025, and was amended on March 24, 2025, to include substantive language. This bill was referred to the Assembly Transportation Committee and was set to be heard on April 1, 2025 – the hearing was canceled at the request of the author.

Position: Oppose (approved by the Board on April 2, 2025)

SB 712 (Grove) – Smog check: collector motor vehicles: 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, both biennially and at transfer, 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, both biennially and at transfer, if the vehicle is at least 35 model years old. The bill would be known, and may be cited as, Leno's Law. (Based on 03/24/2025 text)

Status: SB 712 was introduced on February 21, 2025, and was amended on March 24, 2025. The bill was referred to the Senate Transportation Committee. The bill passed the Senate Transportation Committee on April 8, 2025, and has been referred to the Senate Appropriations Committee – hearing date pending.

Position: Oppose (approved by the Board on April 2, 2025)

Additional Bills of Interest – Staff Position Recommendations:

AB 674 (Connolly) – Clean Cars 4 All Program.

CapitolTrack Summary: Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Current law requires the implementing regulations to ensure that the program complies with certain requirements. This bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to participate in the program to manage the distribution of incentives within its jurisdiction, the state board manages the distribution of incentives to eligible residents of those areas, as specified. The bill would make certain conforming changes in that regard. (Based on 03/10/2025 text)

Status: AB 674 was introduced on February 14, 2025 and was amended on March 10, 2025, to include substantive language. This bill was double-referred to the Assembly Transportation Committee and the Assembly Natural Resources Committee. The bill passed the Assembly Transportation Committee on April 7, 2025, and will next be heard in the Assembly Natural Resources Committee on April 21, 2025.

Staff Recommendation: Support

AB 1106 – (Rodriguez) – State Air Resources Board: regional air quality incident response program.

CapitolTrack Summary: Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law requires the state board to inventory sources of

air pollution within the air basins of the state, determine the kinds and quantity of air pollutants, and monitor air pollutants in cooperation with districts and other agencies. This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers operated by air districts, including at least one located in the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and regional level. Prior to the state board establishing an air quality incident response center within an air district, the bill would require the state board to coordinate and develop operational plans for the air quality incident response centers with the relevant air districts. (Based on 03/24/2025 text)

Status: AB 1106 was introduced on February 20, 2025, and was amended on March 24, 2025, to include substantive language. The bill has been referred to the Assembly Natural Resources Committee – hearing date pending.

Staff Recommendation: Support

AB 1352 (Solache) – Community air protection programs: financial support.

CapitolTrack Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Current law continuously appropriates portions of the fund for various purposes. Current law requires the state board to implement various programs to improve air quality, including air monitoring programs, grant programs, community emissions reduction programs, programs to reduce mobile and stationary sources of criteria air pollutants or toxic air contaminants, and various incentive programs to purchase or retrofit vehicles that meet specified criteria. This bill would continuously appropriate 10% of the annual proceeds of the fund to the state board to provide funding for purposes of awarding grants, providing technical assistance, supporting community participation, and offering incentives in connection with specified programs to improve air quality, thereby making an appropriation. (Based on 03/24/2025 text)

Status: AB 1352 was introduced on February 21, 2025, and was amended on March 24, 2025, to include substantive language. The bill has been referred to the Assembly Natural Resources Committee – hearing date pending.

Staff Recommendation: Support

SB 69 (McNerney) – Clean Cars 4 All Program.

CapitolTrack Summary: Current law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions

in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Under existing law, the distribution of incentives under the program is implemented in air pollution control and air quality management districts that choose to participate in the program and through a statewide program. Existing law requires the state board to consider certain metrics in allocating funding under the program to participating air districts and to the statewide program. This bill would authorize a participating air district to submit a disbursement request to the state board for an amount equal to its previous 4 months of expenditures under the program if it determines that its balance of available funding for the program is less than the total amount of its expenditures under the program over the previous 4 months. (Based on 03/24/2025 text)

Status: SB 69 was introduced on January 14, 2025, and was gut and amended on March 24, 2025. The bill was referred to the Senate Environmental Quality Committee and is set to be heard on April 23, 2025.

Staff Recommendation: Support

AB 914 (Garcia) – Air pollution: indirect sources: toxic air contaminants.

CapitolTrack Summary: Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. This bill would require the state board to adopt and enforce rules and regulations applicable to indirect sources of emissions, as specified. If the state board elects to exercise that authority, the bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. (Based on 03/24/2025 text)

Status: AB 914 was introduced on February 19, 2025, and was amended on March 24, 2025, to include substantive language. This bill has been referred to the Assembly Natural Resources Committee – hearing date pending.

Staff Recommendation: Work With Author

Committee Consideration – No Staff Recommendation:

SB 318 (Becker) – Air pollution: stationary sources: best available control technology: indirect sources.

CapitolTrack Summary: Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. This bill would authorize the state board to adopt and enforce rules and regulations applicable to indirect sources of emissions, as specified. If the state board elects to exercise that authority, the bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. (Based on 03/26/2025 text)

Status: SB 318 was introduced on February 11, 2025, and was amended on March 26, 2025, to include substantive language. This bill was referred to the Senate Environmental Quality Committee and is set to be heard on April 23, 2025.

Staff note: The Board discussed and considered the staff recommendation to oppose SB 318 at their meeting on April 2, 2025. The Board requested that the Committee discuss and consider SB 318, as staff had a scheduled call with Senator Becker and his staff on April 3, 2025. The Board delegated authority to the Committee to adopt a position on SB 318.

Staff Recommendation: None

Discussion Only – No Staff Recommendation:

SB 34 (Richardson) – Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.

CapitolTrack Summary: Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations and requires those rules and regulations to provide for indirect source controls under certain circumstances. This bill would, until January 1, 2036, prohibit the district from adopting, considering adopting, or

requiring that any local agency or city enforce any regulation or indirect source rule to address pollution from any mobile source that is already subject to regulation by the state board and that is associated with an operation at any public seaport or marine terminal facility at a public seaport. The bill would, until January 1, 2036, authorize specified entities, including the district, to enter into a voluntary agreement to address pollution from any mobile source associated with an operation at any public seaport or marine terminal facility at a public seaport if the voluntary agreement meets specified requirements. (Based on 03/24/2025 text)

Status: SB 34 was introduced on December 2, 2024, and was amended on March 24, 2025, to be a South Coast Air Quality Management District-specific bill. This bill was double-referred to the Senate Environmental Quality Committee and the Senate Transportation Committee. The bill was scheduled to be heard in the Senate Environmental Quality Committee on April 2, 2025 – the hearing was canceled at the request of the author.

Staff Recommendation: None

Additional Bills of Interest – Brief Discussion:

- [AB 222 \(Bauer-Kahan\)](#) – Data centers: energy usage reporting and efficiency standards: electricity rates
- [AB 1266 \(Solache\)](#) – Air districts: administrative rulemaking: standardized regulatory impact analysis
- [AB 1338 \(Solache\)](#) – Metal shredding facilities: regulations

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 April 9, 2025 - By Category
2. AB 14 (Hart) - Bill Text - As Amended on March 13, 2025
3. SB 282 (Wiener) - Bill Text - As Amended on March 17, 2025
4. AB 339 (Ortega) - Bill Text - As Introduced on January 28, 2025
5. AB 546 (Caloza) - Bill Text - As Introduced on February 11, 2025
6. AB 907 (Chen) - Bill Text - As Introduced on February 19, 2025
7. AB 1368 (Wallis) - Bill Text - As Amended on March 24, 2025
8. SB 712 (Grove) - Bill Text - As Amended on March 24, 2025
9. AB 674 (Connolly) - Bill Text - As Amended on March 10, 2025
10. AB 1106 (Rodriguez) - Bill Text - As Amended on March 24, 2025
11. SB 1352 (Solache) - Bill Text - As Amended on March 24, 2025
12. SB 69 (McNerney) - Bill Text - As Amended on March 24, 2025
13. AB 914 (Garcia) - Bill Text - As Amended on March 24, 2025
14. SB 318 (Becker) - Bill Text - As Amended on March 26, 2025
15. SB 34 (Richardson) - Bill Text - As Amended on March 24, 2025
16. State Legislative Updates Presentation

Bill #	Author	Subject	Last Amended	Last Status - As of 4/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 61	Pacheco	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	3/28/2025	04/01/2025 - Re-referred to Com. on APPR.	03/26/2025 - Assembly APPR.			Low	Climate Change
AB 399	Boerner	Coastal resources: coastal development permits: blue carbon demonstration projects.		03/25/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. (Ayes 9. Noes 3.) (March 24). Re-referred to Com. on APPR.	03/24/2025 - Assembly APPR.			Low	Climate Change
AB 491	Connolly	California Global Warming Solutions Act of 2006: climate goals: natural and working lands.	3/26/2025	03/27/2025 - Re-referred to Com. on APPR.	03/24/2025 - Assembly APPR.			Low	Climate Change
AB 513	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
AB 854	Petrie-Norris	California Environmental Quality Act: exemptions.	4/7/2025	04/08/2025 - Re-referred to Com. on NAT. RES.	03/24/2025 - Assembly NAT. RES.			Low	Climate Change
AB 1132	Schiavo	Department of Transportation: climate change vulnerability assessment: community resilience assessment.		03/13/2025 - Referred to Com. on TRANS.	03/13/2025 - Assembly TRANS.			Low	Climate Change
AB 1207	Irwin	Climate change: market-based compliance mechanism: price ceiling.	3/17/2025	03/18/2025 - Re-referred to Com. on NAT. RES.	03/17/2025 - Assembly NAT. RES.			Low	Climate Change
AB 1236	Rodriguez, Celeste	Insurance: Climate and Sustainability Insurance and Risk Reduction Grant Program.	3/17/2025	03/18/2025 - Re-referred to Com. on INS.	03/17/2025 - Assembly INS.			Low	Climate Change
AB 1243	Addis	Polluters Pay Climate Superfund Act of 2025.	4/7/2025	04/08/2025 - Re-referred to Com. on NAT. RES.	03/28/2025 - Assembly NAT. RES.			Low	Climate Change
AB 1342	Soria	Electrical corporations: climate credits.	3/28/2025	04/01/2025 - Re-referred to Com. on U. & E.	03/28/2025 - Assembly U. & E.			Low	Climate Change
AB 1472	Hart	California Sea Level Rise State and Regional Support Collaborative.		02/24/2025 - Read first time.	02/21/2025 - Assembly PRINT			Low	Climate Change
SB 222	Wiener	Climate disasters: civil actions.	3/28/2025	03/28/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on JUD.	02/05/2025 - Senate JUD.			Low	Climate Change
SB 285	Becker	Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.	3/25/2025	04/04/2025 - Set for hearing April 21.	04/03/2025 - Senate APPR.			Low	Climate Change
SB 654	Stern	California Environmental Protection Agency: contract: registry: greenhouse gas emissions that result from the water-energy nexus.		04/04/2025 - Set for hearing April 21.	04/03/2025 - Senate APPR.			Low	Climate Change
SB 684	Menjivar	Polluters Pay Climate Superfund Act of 2025.	3/26/2025	04/04/2025 - Set for hearing April 22.	04/03/2025 - Senate JUD.			Low	Climate Change
SB 755	Blakespear	California Contractor Climate Transparency Act.	4/1/2025	04/04/2025 - Set for hearing April 30.	04/02/2025 - Senate E.Q.			Low	Climate Change
SB 840	Limón	Greenhouse gases: report.	3/26/2025	04/04/2025 - Set for hearing April 23.	04/02/2025 - Senate E.Q.			Low	Climate Change
AB 12	Wallis	Low-carbon fuel standard: regulations.		02/18/2025 - Referred to Com. on NAT. RES.	02/18/2025 - Assembly NAT. RES.			Low	Energy
AB 30	Alvarez	State Air Resources Board: gasoline specifications: ethanol blends.	3/26/2025	03/27/2025 - Re-referred to Com. on APPR.	03/24/2025 - Assembly APPR.			Low	Energy
AB 39	Zbur	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
AB 41	Macedo	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
AB 70	Aguiar-Curry	Solid waste: organic waste: diversion: biomethane.	3/11/2025	03/25/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (March 24). Re-referred to Com. on APPR.	03/24/2025 - Assembly APPR.			Low	Energy
AB 222	Bauer-Kahan	Data centers: energy usage reporting and efficiency standards: electricity rates.	4/7/2025	04/08/2025 - Re-referred to Com. on P. & C.P.	04/02/2025 - Assembly P. & C.P.			Low	Energy
AB 303	Addis	Battery energy storage facilities.		04/02/2025 - In committee: Hearing postponed by committee.	03/10/2025 - Assembly U. & E.			Low	Energy
AB 305	Arambula	Energy: nuclear facilities.		03/17/2025 - Referred to Coms. on NAT. RES. and U. & E.	03/17/2025 - Assembly NAT. RES.			Low	Energy
AB 306	Schultz	Building regulations: state building standards.	3/12/2025	04/02/2025 - In Senate. Read first time. To Com. on RLS. for assignment.	04/02/2025 - Senate RLS.			Low	Energy
AB 368	Ward	Energy: building standards: passive house standards.	4/7/2025	04/08/2025 - Re-referred to Com. on NAT. RES.	04/02/2025 - Assembly NAT. RES.			Low	Energy
AB 406	Bennett	Energy: transportation fuels assessment.	3/4/2025	03/27/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 18. Noes 0.) (March 26). Re-referred to Com. on APPR.	03/26/2025 - Assembly APPR.			Low	Energy
AB 740	Harabedian	Virtual power plants: load shifting: integrated energy policy report.	3/12/2025	04/02/2025 - In committee: Hearing postponed by committee.	03/03/2025 - Assembly U. & E.			Low	Energy
AB 806	Connolly	Mobilehomes: cooling systems.		03/17/2025 - Referred to Coms. on H. & C.D. and JUD.	03/17/2025 - Assembly H. & C.D.			Low	Energy
AB 915	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
AB 1016	Gonzalez, Jeff	Power facility and site certifications: thermal powerplants: geothermal resources.	3/25/2025	03/26/2025 - Re-referred to Com. on U. & E.	03/24/2025 - Assembly U. & E.			Low	Energy
AB 1095	Papan	California Renewables Portfolio Standard Program: waste heat energy.	3/25/2025	03/26/2025 - Re-referred to Com. on U. & E.	03/24/2025 - Assembly U. & E.			Low	Energy
AB 1176	Flora	Energy: renewable energy resources program.		04/02/2025 - In committee: Hearing postponed by committee.	03/13/2025 - Assembly U. & E.			Low	Energy
AB 1191	Tangipa	California Renewables Portfolio Standard Program: hydroelectric generation.		04/02/2025 - In committee: Set, first hearing. Failed passage. Reconsideration granted.	03/10/2025 - Assembly U. & E.			Low	Energy
AB 1238	DeMaio	California Energy Consumer Freedom Act.	3/27/2025	03/28/2025 - Re-referred to Com. on U. & E.	03/17/2025 - Assembly U. & E.			Medium	Energy
AB 1250	Papan	State Air Resources Board: regulations: ocean-going vessels: alternative fuels.		03/17/2025 - Referred to Com. on TRANS.	03/17/2025 - Assembly TRANS.			Medium	Energy
AB 1260	Ward	Electricity: renewable energy subscription programs.		04/02/2025 - In committee: Hearing postponed by committee.	03/10/2025 - Assembly U. & E.			Low	Energy

Bill #	Author	Subject	Last Amended	Last Status - As of 4/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 1280	Garcia	Energy.	3/25/2025	04/03/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 17. Noes 0.) (April 2). Re-referred to Com. on NAT. RES.	04/02/2025 - Assembly NAT. RES.			Low	Energy
SB 2	Jones	Low-carbon fuel standard: regulations.	3/12/2025	03/19/2025 - March 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 2.) Reconsideration granted.	01/29/2025 - Senate E.Q.			Low	Energy
SB 13	Grove	Oil and gas.	2/10/2025	04/07/2025 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)	04/07/2025 - Senate APPR.			Low	Energy
SB 80	Caballero	Energy: Fusion Research and Development Innovation Hub Program.	3/17/2025	03/18/2025 - Withdrawn from committee. Re-referred to Com. on E., U & C.	03/18/2025 - Senate E. U., & C.			Low	Energy
SB 282	Wiener	Residential heat pump systems: water heaters and HVAC: installations.	3/17/2025	04/08/2025 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 13. Noes 0.) (April 7). Re-referred to Com. on L. GOV.	04/07/2025 - Senate L. GOV.	Board Approval 2/5/2025	Air-District Co-Sponsor	High	Energy
SB 298	Caballero	State Energy Resources Conservation and Development Commission: seaports: plan: alternative fuels.		04/07/2025 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Environmental Quality] (PASS)	04/07/2025 - Senate E.Q.			Low	Energy
SB 327	McNerney	Fusion energy data centers.	4/8/2025	04/08/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U & C.	04/02/2025 - Senate E. U., & C.			Low	Energy
SB 348	Hurtado	State Air Resources Board: Low Carbon Fuel Standard.	3/20/2025	04/02/2025 - Re-referred to Com. on E.Q.	04/02/2025 - Senate E.Q.			Low	Energy
SB 377	Grayson	Biomethane procurement targets.	3/17/2025	04/04/2025 - April 7 set for first hearing canceled at the request of author.	02/26/2025 - Senate E. U., & C.			Low	Energy
SB 613	Stern	Methane emissions: petroleum and natural gas producing low methane emissions.		04/03/2025 - From committee: Do pass and re-refer to Com. on E., U & C. (Ayes 6. Noes 1.) (April 2). Re-referred to Com. on E., U & C.	04/03/2025 - Senate E. U., & C.			Low	Energy
SB 643	Caballero	Carbon Dioxide Removal Purchase Program.	3/25/2025	04/02/2025 - Set for hearing April 30.	03/26/2025 - Senate E.Q.			Low	Energy
SB 732	Ochoa Bogh	Emergency backup generators: critical facilities: exemptions.		04/02/2025 - Set for hearing April 30.	03/12/2025 - Senate E.Q.			Medium	Energy
SB 767	Richardson	Energy: transportation fuels: supply: reportable pipelines.	3/24/2025	04/02/2025 - Re-referred to Coms. on E., U & C. and N.R. & W.	04/02/2025 - Senate E. U., & C.			Low	Energy
SB 787	McNerney	Energy: equitable clean energy supply chains and industrial policy in California.	4/8/2025	04/08/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U & C.	03/12/2025 - Senate E. U., & C.			Low	Energy
SB 842	Stern	Energy: firm zero-carbon resources.	3/26/2025	04/02/2025 - Re-referred to Com. on E., U & C.	04/02/2025 - Senate E. U., & C.			Low	Energy
AB 91	Harabedian	State and local agencies: demographic data.	3/20/2025	04/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 12. Noes 0.) (April 8). Re-referred to Com. on APPR.	04/08/2025 - Assembly APPR.			Low	General-Air District
AB 259	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
AB 339	Ortega	Local public employee organizations: notice requirements.		03/19/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 4. Noes 0.) (March 19). Re-referred to Com. on APPR.	03/19/2025 - Assembly APPR.	Board Approval 4/2/2025	Oppose	Medium	General-Air District
AB 471	Hart	County air pollution control districts: board members: compensation.		03/26/2025 - Read second time. Ordered to third reading.	03/26/2025 - Assembly THIRD READING			Low	General-Air District
AB 852	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
AB 1266	Solache	Air districts: administrative rulemaking: standardized regulatory impact analysis.	3/28/2025	04/01/2025 - Re-referred to Com. on NAT. RES.	03/28/2025 - Assembly NAT. RES.			Low	General-Air District
AB 1305	Arambula	Air pollution control and air quality management districts: permit information: internet website.		03/13/2025 - Referred to Com. on NAT. RES.	03/13/2025 - Assembly NAT. RES.			Low	General-Air District
AB 1338	Solache	Metal shredding facilities: regulations.	4/3/2025	04/07/2025 - Re-referred to Com. on E.S & T.M.	03/10/2025 - Assembly E.S. & T.M.			Low	General-Air District
SB 526	Menjivar	South Coast Air Quality Management District: air quality.		04/02/2025 - Set for hearing April 23.	03/05/2025 - Senate E.Q.			Low	General-Air District
SB 532	Dahle	Air basins.		03/05/2025 - Referred to Com. on RLS.	02/20/2025 - Senate RLS.			Low	General-Air District
AB 14	Hart	Coastal resources: Protecting Blue Whales and Blue Skies Program.	3/13/2025	04/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 7). Re-referred to Com. on APPR.	04/07/2025 - Assembly APPR.	Board Approval 2/5/2025	Air-District Co-Sponsor	High	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 267	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
AB 272	Aguiar-Curry	Heavy-Duty Vehicle Inspection and Maintenance Program.	3/13/2025	03/25/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on APPR.	03/24/2025 - Assembly APPR.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 273	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
AB 605	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
AB 620	Jackson	Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program: rental vehicles.		03/25/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 16. Noes 0.) (March 24). Re-referred to Com. on APPR.	03/24/2025 - Assembly APPR.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade

Bill #	Author	Subject	Last Amended	Last Status - As of 4/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 674	Connolly	Clean Cars 4 All Program.	3/10/2025	04/08/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 15. Noes 0.) (April 7). Re-referred to Com. on NAT. RES.	04/07/2025 - Assembly NAT. RES.		Propose Support	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 819	Macedo	Electric vehicle charging stations: exempt entities: building standards.	3/24/2025	03/25/2025 - Re-referred to Com. on L. GOV.	03/24/2025 - Assembly L. GOV.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 855	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
AB 1023	Gipson	Coastal resources: coastal development permits and procedures: Zero Emissions Port Electrification and Operations project.	3/24/2025	03/25/2025 - Re-referred to Com. on NAT. RES.	03/24/2025 - Assembly NAT. RES.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 1039	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
AB 1106	Rodriguez, Michelle	State Air Resources Board: regional air quality incident response program.	3/24/2025	03/25/2025 - Re-referred to Com. on NAT. RES.	03/24/2025 - Assembly NAT. RES.		Propose Support	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 1111	Soria	Pupil transportation: schoolbuses: zero-emission vehicles: extensions: scrapping.	3/28/2025	04/01/2025 - Re-referred to Com. on ED.	03/28/2025 - Assembly ED.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 1174	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
AB 1368	Wallis	Smog check: exemption.	3/24/2025	04/01/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	03/24/2025 - Assembly TRANS.	Board Approval 4/2/2025	Oppose	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 1423	Irwin	Transportation electrification: charging station uptime: regulations: violations.		04/02/2025 - In committee: Hearing postponed by committee.	03/17/2025 - Assembly TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 30	Cortese	Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	3/26/2025	03/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.	02/19/2025 - Senate TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 34	Richardson	Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.	3/24/2025	03/28/2025 - April 2 set for first hearing canceled at the request of author.	01/29/2025 - Senate E.Q.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 69	McNerney	Clean Cars 4 All Program.	3/24/2025	04/04/2025 - Set for hearing April 23.	04/02/2025 - Senate E.Q.		Propose Support	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 94	Strickland	Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.	3/26/2025	04/08/2025 - Set for hearing April 23.	04/03/2025 - Senate REV. & TAX			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 533	Richardson	Electric vehicle charging stations: internet-based applications.	4/1/2025	04/03/2025 - Set for hearing April 8.	03/24/2025 - Senate TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 712	Grove	Smog check: collector motor vehicles: exemption.	3/24/2025	03/25/2025 - Set for hearing April 8.	03/12/2025 - Senate TRANS.	Board Approval 4/2/2025	Oppose	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 752	Richardson	Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.		03/18/2025 - Set for hearing May 14.	03/12/2025 - Senate REV. & TAX			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 28	Schiavo	Solid waste landfills: subsurface temperatures.	3/24/2025	03/25/2025 - Re-referred to Com. on NAT. RES.	03/24/2025 - Assembly NAT. RES.			Low	Other
AB 34	Patterson	Air pollution: regulations: consumer costs: review.	3/13/2025	03/17/2025 - Re-referred to Com. on NAT. RES.	02/03/2025 - Assembly NAT. RES.			Low	Other
AB 93	Papan	Water resources: demands: data centers.	3/24/2025	04/08/2025 - VOTE: Do pass as amended and be re-referred to the Committee on [Local Government] (PASS)	04/08/2025 - Assembly L. GOV.			Low	Other
AB 100	Gabriel	Budget Acts of 2023 and 2024.	4/5/2025	04/05/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on B. & F. R.	04/02/2025 - Senate BUDGET & F.R.			Medium	Other
AB 227	Gabriel	Budget Act of 2025.		02/03/2025 - Referred to Com. on Budget.	02/03/2025 - Assembly BUDGET			Low	Other
AB 407	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
AB 411	Papan	Livestock carcasses: disposal: composting.	4/2/2025	04/03/2025 - Re-referred to Com. on NAT. RES.	03/26/2025 - Assembly NAT. RES.			Low	Other
AB 436	Ransom	Composting facilities: zoning.	3/10/2025	03/25/2025 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 13. Noes 0.) (March 24). Re-referred to Com. on L. GOV.	03/24/2025 - Assembly L. GOV.			Low	Other
AB 465	Zbur	Local public employees: memoranda of understanding.	3/13/2025	04/02/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (April 2). Re-referred to Com. on APPR.	04/02/2025 - Assembly APPR.			Low	Other
AB 555	Jackson	Air resources: regulatory impacts: transportation fuel costs.		03/17/2025 - Referred to Com. on NAT. RES.	03/17/2025 - Assembly NAT. RES.			Low	Other
AB 643	Wilson	Climate change: short-lived climate pollutants: organic waste reduction.	3/24/2025	04/08/2025 - In committee: Hearing postponed by committee.	03/24/2025 - Assembly NAT. RES.			Low	Other
AB 652	Alvarez	San Diego County Air Pollution Control District: governing board: alternate members.	3/18/2025	04/08/2025 - From committee: Do pass. (Ayes 13. Noes 0.) (April 7).	02/24/2025 - Assembly NAT. RES.			Low	Other
AB 663	McKinnor	Hydrofluorocarbon gases: sale and distribution prohibition: exemptions.	3/28/2025	04/08/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 7). Re-referred to Com. on APPR.	04/07/2025 - Assembly APPR.			Low	Other
AB 832	Muratsuchi	School Energy Efficiency Stimulus Program.	4/7/2025	04/08/2025 - Re-referred to Com. on U. & E.	03/17/2025 - Assembly U. & E.			Low	Other
AB 856	Chen	Sales and Use Tax: exemptions: manufacturing.		04/07/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	03/13/2025 - Assembly REV. & TAX			Low	Other
AB 881	Petrie-Norris	Public resources: transportation of carbon dioxide.	3/28/2025	04/01/2025 - Re-referred to Com. on U. & E.	03/28/2025 - Assembly U. & E.			Low	Other
AB 907	Chen	State Air Resources Board: board members: compensation.		04/08/2025 - Coauthors revised. From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 7). Re-referred to Com. on APPR.	04/07/2025 - Assembly APPR.	Board Approval 2/5/2025	Support	Medium	Other
AB 914	Garcia	Air pollution: indirect sources: toxic air contaminants.	3/24/2025	03/25/2025 - Re-referred to Com. on NAT. RES.	03/24/2025 - Assembly NAT. RES.		Propose Work With Author	Medium	Other

Bill #	Author	Subject	Last Amended	Last Status - As of 4/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 921	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
AB 1058	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
AB 1268	Macedo	Motor Vehicle Fuel Tax Law: adjustment suspension.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Other
AB 1295	Patterson	Public utilities: billing statements: additional costs attributable to state requirements or programs.		04/02/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	03/10/2025 - Assembly U. & E.			Low	Other
SB 57	Padilla	Data centers: special tariff or program.	3/26/2025	04/07/2025 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)	04/07/2025 - Senate APPR.			Low	Other
SB 58	Padilla	Sales and Use Tax Law: exemptions: certified data center facilities.	3/4/2025	03/18/2025 - Set for hearing May 14.	01/29/2025 - Senate REV. & TAX			Low	Other
SB 65	Wiener	Budget Act of 2025.		01/13/2025 - Read first time.	01/10/2025 - Senate BUDGET & F.R.			Low	Other
SB 90	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.	3/12/2025	04/04/2025 - Set for hearing April 22.	03/11/2025 - Senate N.R. & W.			Low	Other
SB 100	Wiener	Budget Acts of 2023 and 2024.	4/7/2025	04/08/2025 - Read second time. Ordered to third reading.	04/08/2025 - Assembly THIRD READING			Medium	Other
SB 227	Grayson	Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.	3/17/2025	04/08/2025 - From committee: Do pass as amended and re-refer to Com. on L. GOV. (Ayes 10. Noes 0.) (April 7).	04/07/2025 - Senate L. GOV.			Low	Other
SB 231	Seyarto	California Environmental Quality Act: the Office of Land Use and Climate Innovation: technical advisory.	3/20/2025	04/07/2025 - April 7 hearing: Placed on APPR. suspense file.	04/07/2025 - Senate APPR. SUSPENSE FILE			Low	Other
SB 239	Arreguín	Open meetings: teleconferencing: subsidiary body.	4/7/2025	04/08/2025 - Set for hearing May 6.	04/03/2025 - Senate JUD.			Low	Other
SB 279	McNerney	Solid waste: compostable materials.	3/20/2025	04/07/2025 - April 7 hearing: Placed on APPR. suspense file.	04/07/2025 - Senate APPR. SUSPENSE FILE			Low	Other
SB 302	Padilla	Personal Income Tax Law and Corporation Tax Law: exclusions: environmental credits.	3/27/2025	04/07/2025 - April 7 hearing: Placed on APPR. suspense file.	04/07/2025 - Senate APPR. SUSPENSE FILE			Low	Other
SB 314	Padilla	Weights and measures: electric vehicle supply equipment.	3/17/2025	04/04/2025 - Set for hearing April 28.	02/19/2025 - Senate B., P. & E.D.			Low	Other
SB 318	Becker	Air pollution: stationary sources: best available control technology: indirect sources.	3/26/2025	04/04/2025 - Set for hearing April 23.	04/02/2025 - Senate E.Q.			Medium	Other
SB 404	Caballero	Hazardous materials: metal shredding facilities.	3/24/2025	04/03/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 7. Noes 0.) (April 2). Re-referred to Com. on JUD.	04/03/2025 - Senate JUD.			Medium	Other
SB 424	Grove	California Environmental Quality Act: expired regional habitat conservation plan: exemption.	3/25/2025	04/04/2025 - Set for hearing April 23.	04/02/2025 - Senate E.Q.			Low	Other
SB 435	Wahab	Residential care facilities for the elderly: emergency backup power source.	3/24/2025	04/04/2025 - Set for hearing April 21.	02/26/2025 - Senate HUM. S.			Low	Other
SB 441	Hurtado	State Air Resources Board: membership: removal: regulations: review.		04/02/2025 - Set for hearing April 23.	02/26/2025 - Senate E.Q.			Low	Other
SB 474	Niello	State Air Resources Board: regulatory authority: revocation.		04/02/2025 - Set for hearing April 30.	02/26/2025 - Senate E.Q.			Low	Other
SB 496	Hurtado	Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	4/7/2025	04/08/2025 - Set for hearing April 22.	04/03/2025 - Senate TRANS.			Low	Other
SB 541	Becker	Electricity: load shifting: dynamic pricing.	3/24/2025	04/02/2025 - Re-referred to Com. on E., U & C.	04/02/2025 - Senate E. U., & C.			Low	Other
SB 607	Wiener	California Environmental Quality Act: categorical exemptions: infill projects.	3/24/2025	04/04/2025 - Set for hearing April 30 in L. GOV. pending receipt.	03/05/2025 - Senate E.Q.			Low	Other
SB 676	Limón	California Environmental Quality Act: judicial streamlining: state of emergency: fire.	3/24/2025	04/03/2025 - From committee: Do pass and re-refer to Com. on RLS. (Ayes 8. Noes 0.) (April 2). Re-referred to Com. on RLS.	04/03/2025 - Senate RLS.			Low	Other
SB 703	Richardson	Ports: truck drivers.		03/25/2025 - Set for hearing April 8.	03/13/2025 - Senate TRANS.			Low	Other
SB 707	Durazo	Open meetings: meeting and teleconference requirements.	4/7/2025	04/08/2025 - Set for hearing April 22.	04/03/2025 - Senate JUD.			Low	Other
SB 826	Richardson	California Workforce Development Board: port automation.		03/12/2025 - Referred to Com. on L., P.E. & R.	03/12/2025 - Senate L., P.E. & R.			Low	Other
AB 35	Alvarez	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
AB 735	Carrillo	Planning and zoning: logistics use: truck routes.	3/26/2025	03/27/2025 - Re-referred to Com. on L. GOV.	03/10/2025 - Assembly L. GOV.			Low	Transportation
AB 839	Rubio, Blanca	California Environmental Quality Act: expedited judicial review: sustainable aviation fuel projects.	3/24/2025	03/25/2025 - Re-referred to Com. on NAT. RES.	03/24/2025 - Assembly NAT. RES.			Low	Transportation
AB 939	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
SB 63	Wiener	San Francisco Bay area: local revenue measure: transportation funding.	3/25/2025	04/08/2025 - Set for hearing April 22.	04/02/2025 - Senate TRANS.			Low	Transportation
SB 71	Wiener	California Environmental Quality Act: exemptions: transit projects.	3/25/2025	03/28/2025 - Set for hearing April 8.	03/19/2025 - Senate TRANS.			Low	Transportation
SB 415	Reyes	Planning and zoning: logistics use: truck routes.	3/26/2025	04/08/2025 - Set for hearing April 30.	04/02/2025 - Senate L. GOV.			Low	Transportation

Bill #	Author	Subject	Last Amended	Last Status - As of 4/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
SB 545	Cortese	High-speed rail: economic opportunities.	4/1/2025	04/04/2025 - Set for hearing April 30 in L. GOV. pending receipt.	03/05/2025 - Senate L. GOV.			Low	Transportation
AB 241	Tangipa	Wildfire and Vegetation Management Voluntary Tax Contribution Fund.		03/17/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	02/10/2025 - Assembly REV. & TAX			Low	Wildfire/Smoke/PSPS
AB 546	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
AB 1003	Calderon	Public health: emergency plans and wildfire research.	4/1/2025	04/08/2025 - VOTE: Do pass and be re-referred to the Committee on [Emergency Management] with recommendation: To Consent Calendar (PASS)	04/08/2025 - Assembly CONSENT CALENDAR			Low	Wildfire/Smoke/PSPS
AB 1226	Essayli	Air quality: wildland vegetation management burning: permits: exemption.		03/13/2025 - Referred to Com. on NAT. RES.	03/13/2025 - Assembly NAT. RES.			Medium	Wildfire/Smoke/PSPS
AB 1227	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
AB 1352	Solache	Community air protection programs: financial support.	3/24/2025	03/25/2025 - Re-referred to Com. on NAT. RES.	03/24/2025 - Assembly NAT. RES.		Propose Support	Medium	Wildfire/Smoke/PSPS
AB 1454	Rivas	School facilities: heating, ventilation, and air-conditioning systems.		03/13/2025 - Referred to Com. on ED.	03/13/2025 - Assembly ED.			Low	Wildfire/Smoke/PSPS
AB 1456	Bryan	California Environmental Quality Act: vegetation fuel management project exemption.		03/13/2025 - Referred to Com. on NAT. RES.	03/13/2025 - Assembly NAT. RES.			Low	Wildfire/Smoke/PSPS
SB 88	Caballero	Air resources: carbon emissions: biomass.	4/3/2025	04/04/2025 - Set for hearing April 22.	03/19/2025 - Senate N.R. & W.			Low	Wildfire/Smoke/PSPS
SB 223	Alvarado-Gil	The Wildfire Smoke and Health Outcomes Data Act.		04/03/2025 - From committee: Do pass and re-refer to Com. on RLS. with recommendation: To consent calendar. (Ayes 11. Noes 0.) (April 2). Re-referred to Com. on RLS.	04/02/2025 - Senate RLS.			Low	Wildfire/Smoke/PSPS
SB 653	Cortese	Wildfire prevention: environmentally sensitive vegetation management.	3/24/2025	04/04/2025 - Set for hearing April 22.	04/02/2025 - Senate N.R. & W.			Low	Wildfire/Smoke/PSPS
Total Active Bills							151	Low: Medium: High:	130 19 2

AMENDED IN ASSEMBLY MARCH 13, 2025

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

ASSEMBLY BILL

No. 14

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

December 2, 2024

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 amended, 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~~ 162 tons
17 per 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~~ *San*
10 *Francisco Bay, central coast, and south coast* to encourage transit
11 speeds of 10 knots or less to reduce air pollution, the risk of
12 harmful whale strikes, and the level of ocean noise.

13 (d) Since its inception through 2024, the Protecting Blue Whales
14 and Blue Skies Program has provided small incentives and
15 publicity to program participants and has achieved ~~over 1,167,000~~
16 *1,596,008* slow speed miles, a reduction of ~~more than 4,500~~ *5,903*
17 tons of nitrogen oxides, a reduction of ~~over 153,000~~ *204,661* metric
18 tons of regional greenhouse gas emissions, *a reduction of more*
19 *than 35 tons of toxic diesel particulate matter*, and an estimated
20 ~~58~~ *50* percent decreased risk of whale strikes during prime
21 migration season in the affected coastal areas.

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

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

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

37 (b) Subject to the availability of funding, the council shall
38 participate as a stakeholder, and in an advisory capacity, to the
39 Protecting Blue Whales and Blue Skies Program with air pollution
40 control districts and air quality management districts along the

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

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

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

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

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

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

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

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

39 (7) Seasonality of the program.

40 (8) Description of covered vessels.

1 (d) The program shall exclude any ocean territories that are
2 covered by any vessel speed reduction program other than the
3 Protecting Blue Whales and Blue Skies Program or a memorandum
4 of understanding entered into before January 1, 2026.

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

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

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

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

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

O

AMENDED IN SENATE MARCH 17, 2025

SENATE BILL

No. 282

Introduced by Senator Wiener

February 5, 2025

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 amended, 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~~ *system, and all associated building and equipment modifications completed under the permit for each 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~~ *to, among other things,* 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 cures 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~~ *process* that verifies code compliance and issues permits in ~~real-time~~, *time within the same day of the application being submitted*, or allows the local entity to issue ~~permits in real-time~~, *permits, as described above*, 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~~, *issued pursuant to the automated permitting process*, 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~~ *In this regard, 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 commission, on or before July 1, 2026, to develop a standardized code compliance checklist that is designed for local jurisdictions to use in verifying whether the installation of a residential heat pump water heater or residential heat pump HVAC system is compliant with specified codes, as provided. If the local entity has an internet website, the bill would require the local entity to 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
8 the transfer or sale of, or any interest in, real property, and any
9 provision of a governing document, that effectively prohibits or
10 restricts the installation or use of a residential heat pump water
11 heater or heat pump heating, ventilation, and air conditioning
12 (HVAC) system is void and unenforceable.

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

16
17 CHAPTER 7.5. RESIDENTIAL HEAT PUMP SYSTEM INSTALLATION
18 CERTIFICATION
19

20 51297.50. The Legislature finds and declares all of the
21 following:

22 (a) The oversight of permitting for residential heat pump water
23 heater and heat pump heating, ventilation, and air condition
24 (HVAC) systems is a matter of statewide concern and not a
25 municipal affair. Nothing in this chapter is intended to imply the
26 approval of any other local fees for heat pump permitting not
27 specified in this chapter.

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

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

35 (d) It is the intent of the Legislature that local agencies comply
36 not only with provisions declared in this section, but also the
37 legislative intent to encourage the installation of residential heat
38 pump systems by removing obstacles to, and minimizing costs of,

1 permitting, so long as the action does not supersede the building
 2 official’s authority to identify and address higher priority life-safety
 3 situations.

4 (e) Each state ~~entity~~ *entity, including the commission and the*
 5 *Department of Housing and Community Development*, should
 6 streamline codes and standards compliance processes with the
 7 intent of increasing permitted work without undermining the
 8 integrity of the code measures, especially when it comes to
 9 appliance retrofits.

10 51297.51. For purposes of this chapter, the following
 11 definitions apply:

12 (a) “Commission” means the State Energy Resources
 13 Conservation and Development Commission, which is also known
 14 as the Energy Commission.

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

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

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

21 51297.52. (a) (1) On or before January 1, 2027, the
 22 commission shall establish a statewide certification program for
 23 licensed contractors of residential heat pump water heater and heat
 24 pump HVAC systems to obtain a heat pump system installation
 25 certification.

26 (2) The commission shall create a state training program on
 27 residential heat pump water heater and heat pump HVAC systems
 28 for purposes of the statewide certification program. Any training
 29 program created pursuant to this paragraph shall not exceed seven
 30 hours in length.

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

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

38 (2) Successful completion of ~~a number, to be determined by the~~
 39 ~~local jurisdiction, but not to exceed 5~~ *five consecutive inspections*,
 40 per system type, of heat pump water heaters and ~~for~~ heat pump

1 HVAC ~~systems~~, *systems each*, as applicable, without requiring
2 any cures.

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

5 51297.53. (a) (1) Notwithstanding any local law to the
6 contrary, a licensed contractor with a heat pump system installation
7 certification issued pursuant to this ~~chapter~~, *chapter* may
8 self-certify that the installation of a residential heat pump water
9 heater or heat pump HVAC ~~system~~ *system, and all associated*
10 *building and equipment modifications completed under the permit*
11 *for each system*, meets all relevant code requirements without any
12 requirement that an inspector be present for the installation. A city,
13 including a charter city, county, or city and county shall accept a
14 heat pump system installation certification for these purposes.

15 (2) Subject to the local jurisdiction's discretion, a licensed
16 contractor with a heat pump system installation certification shall
17 remain subject to spot check inspections at a rate not to exceed
18 one inspection per every 10 installations.

19 (3) *After receiving notice from a licensed contractor that the*
20 *installation meets all relevant code requirements pursuant to*
21 *paragraph (1), the local jurisdiction shall issue a certificate of*
22 *completion for the permit within two weeks of receiving the*
23 *notification.*

24 (b) ~~(1)~~ A city, including a charter city, county, or city and
25 county shall adopt and offer one or more alternative inspection
26 options that do not require a licensed contractor and an inspector
27 to be simultaneously present during the installation of a heat pump
28 water heater or heat pump HVAC system, which shall be available
29 to licensed contractors who do not have a heat pump system
30 installation certification described in subdivision (a).

31 ~~(2)~~ Notwithstanding any local law to the contrary, a city,
32 including a charter city, county, or city and county, a licensed
33 contractor who successfully completes a number, to be determined
34 by the local jurisdiction but not to exceed five per system type, of
35 residential heat pump water heater or heat pump HVAC system
36 in-person inspections of installations, as applicable, that did not
37 require any cures may use an alternative inspection option offered
38 pursuant to paragraph (1). A city, including a charter city, county,
39 or city and county shall accept an alternative inspection option for
40 these purposes.

1 (c) If the city, county, or city and county has an internet website,
 2 the local entity shall publish all requirements for contractors to
 3 obtain a heat pump system installation certification as described
 4 in subdivision (a), or to complete inspections without a certification
 5 as described in subdivision (b), on a publicly accessible internet
 6 website.

7 51297.54. (a) Except as otherwise provided in subdivision (b),
 8 a city, including a charter city, county, or city and county may
 9 issue up to one nondiscretionary permit per installation of a
 10 residential heat pump water heater or heat pump HVAC system
 11 in which the city, county, or city and county administratively
 12 approves an application to install the residential heat pump water
 13 heater or heat pump HVAC system and the application is subject
 14 to a limited review.

15 (b) Notwithstanding subdivision (a), a city, including a charter
 16 city, county, or city and county may issue more than one
 17 nondiscretionary permit requested by a licensed contractor ~~for the~~
 18 *per* installation of a residential heat pump water heater or heat
 19 pump HVAC system ~~in the following circumstances: if the city,~~
 20 *county, or city and county makes written findings based upon*
 21 *substantial evidence that the proposed installation would have a*
 22 *specific, adverse impact on public health or safety, and there is*
 23 *no feasible method to satisfactorily mitigate or avoid the specific,*
 24 *adverse impact.*

25 ~~(1) The first inspection requires a cure.~~

26 ~~(2) The city, county, or city and county makes written findings~~
 27 ~~based upon substantial evidence that the proposed installation~~
 28 ~~would have a specific, adverse impact on public health or safety,~~
 29 ~~and there is no feasible method to satisfactorily mitigate or avoid~~
 30 ~~the specific, adverse impact.~~

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

34 51297.55. (a) A city, including a charter city, county, or city
 35 and county, shall not apply additional standards on the installation
 36 of residential heat pump water heater or residential heat pump
 37 HVAC systems beyond statutory provisions or regulations relating
 38 to the installation of those heat pump systems in a residence,
 39 including the California Building Standards Code (Title 24 of the
 40 California Code of Regulations).

1 (b) Any additional standards that exceed statutory provisions
 2 or regulations relating to the installation of a residential heat pump
 3 water heater or heat pump HVAC system in a residence shall be
 4 considered null and void unless the city, county, or city and county
 5 provides substantial evidence that the standard is designed to
 6 mitigate the specific, adverse impact ~~upon~~ *on* the public health or
 7 safety at the lowest cost possible.

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

12 (d) A city, including a charter city, county, or city and ~~county~~;
 13 *county* shall not require a permit or inspection for any low voltage
 14 plug-in appliance.

15 51297.56. (a) (1) On or before July 1, 2027, a city, including
 16 a charter city, county, or city and county, other than a city, county,
 17 or city and county described in paragraph (2), shall implement an
 18 online, automated permitting ~~platform~~ *process* that verifies code
 19 compliance and issues permits in real ~~time~~; *time within the same*
 20 *day of the application being submitted*, or allows the city, county,
 21 or city and county to issue permits in real ~~time~~; *time within the*
 22 *same day of the application being submitted*, to a licensed
 23 contractor for the installation of a residential heat pump water
 24 heater or residential heat pump HVAC system. A permit ~~authorized~~
 25 ~~by this section~~ shall be ~~issued~~; *issued pursuant to the automated*
 26 *permitting process*, upon discretion of the administering
 27 jurisdiction, if the installation of a residential heat pump water
 28 heater or residential heat pump HVAC system complies with the
 29 checklist requirements created pursuant to subdivision (b).

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

34 (3) A city, including a charter city, county, or city and county
 35 shall report to the commission when it implements the online,
 36 automated permitting ~~platform~~ *process* described in paragraph (1).

37 ~~(b) (1) In developing the automated permitting process~~
 38 ~~described in subdivision (a), the city, county, or city and county~~
 39 ~~shall create a checklist of all requirements for installations of~~

1 residential heat pump water heater and HVAC systems to be
2 eligible for expedited review pursuant to this section.

3 (b) (1) (A) On or before July 1, 2026, the commission shall
4 develop a standardized code compliance checklist, known as the
5 California Heat Pump Code Compliance Checklist, which shall
6 not exceed two pages in length and be designed for local
7 jurisdictions to use in verifying whether the installation of a
8 residential heat pump water heater or residential heat pump HVAC
9 system is compliant with the California Building Standards Code
10 (Title 24 of the California Code of Regulations).

11 (B) The commission, in drafting the California Heat Pump Code
12 Compliance Checklist described in subparagraph (A), shall take
13 into account criteria for determining whether the installation of
14 an electric heat pump constitutes a standard appliance swap-out,
15 or whether additional building codes pertaining to architectural
16 or structural integrity need to apply, including, but not limited to,
17 both of the following:

18 (i) Whether the installation of the heat pump water heater or
19 heat pump HVAC system requires architectural changes.

20 (ii) Whether the installation of the heat pump water heater or
21 heat pump HVAC system requires upgrades to the electrical panel.

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

31 (3) The city, county, or city and county shall allow an applicant
32 to submit an automated permit application and associated
33 documentation electronically, and shall authorize the applicant to
34 submit an electronic signature on all forms, applications, and other
35 documentation instead of a wet signature by an applicant.

36 (c) (1) Upon confirmation by the city, including a charter city,
37 county, or city and county of the application and supporting
38 documents being complete and meeting the requirements described
39 in subdivision (a), the application shall be deemed complete and

1 the local entity shall approve the application and issue all required
2 permits or authorizations.

3 (2) Upon receipt of an incomplete application, a city, including
4 a charter city, county, or city and county shall issue a written
5 correction notice detailing all deficiencies in the application and
6 any additional information required to be eligible for expedited
7 permit issuance.

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

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

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

18 (2) ~~The residential~~ A permit *inspection* fee shall be waived for
19 the installation of a heat pump water heater or heat pump HVAC
20 system where a qualified contractor self-certifies code compliance,
21 unless the building official of the local jurisdiction determines that
22 additional cures are required.

23 (3) Paragraph (1) shall not apply to a city, including a charter
24 city, with a population of fewer than 5,000 and a county with a
25 population of fewer than 150,000, including each city or charter
26 city within that county.

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

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

37 (A) The fee shall correspond to the typical reasonable cost
38 demonstrated by the city, county, or city and county for the
39 equipment type.

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

3 (C) The fee shall be listed publicly.

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

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

15 SEC. 4. If the Commission on State Mandates determines that
16 this act contains costs mandated by the state, reimbursement to
17 local agencies and school districts for those costs shall be made
18 pursuant to Part 7 (commencing with Section 17500) of Division
19 4 of Title 2 of the Government Code.

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ASSEMBLY BILL

No. 339

Introduced by Assembly Member Ortega

January 28, 2025

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.

O

ASSEMBLY BILL

No. 546

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

February 11, 2025

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.

O

ASSEMBLY BILL

No. 907

Introduced by Assembly Member Chen
(Coauthor: Assembly Member Solache)

February 19, 2025

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.*

26

27

28 REVISIONS: _____

29 Heading—Line 2. _____

30

O

AMENDED IN ASSEMBLY MARCH 24, 2025

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

ASSEMBLY BILL

No. 1368

Introduced by Assembly Member Wallis

February 21, 2025

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

LEGISLATIVE COUNSEL'S DIGEST

AB 1368, as amended, 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.~~

This bill would extend the above exemption from vehicles that were manufactured prior to the 1976 model year, to any motor vehicle that is 30 or more model years old.

Vote: majority. Appropriation: no. Fiscal committee: ~~no~~-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 model~~
14 ~~year.~~
15 *(3) Any motor vehicle that is 30 or more model years old.*
16 (4) (A) Except as provided in subparagraph (B), all motor
17 vehicles four or less model years old.
18 (B) (i) Beginning January 1, 2005, all motor vehicles six or
19 less model years old, unless the state board finds that providing
20 an exception for these vehicles will prohibit the state from meeting
21 the requirements of Section 176(c) of the federal Clean Air Act
22 (42 U.S.C. Sec. 7401 et seq.) or the state’s commitments with
23 respect to the state implementation plan required by the federal
24 Clean Air Act.
25 (ii) Notwithstanding clause (i), beginning January 1, 2019, all
26 motor vehicles eight or less model years old, unless the state board
27 finds that providing an exception for these vehicles will prohibit
28 the state from meeting the requirements of Section 176(c) of the
29 federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.) or the state’s
30 commitments with respect to the state implementation plan required
31 by the federal Clean Air Act.
32 (iii) Clause (ii) does not apply to a motor vehicle that is seven
33 model years old in year 2018 for which a certificate of compliance
34 has been obtained.

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

4 (i) The department determines through remote sensing activities
5 or other means that there is a substantial probability that the vehicle
6 has a tampered emission control system or would fail for other
7 cause a smog check test as specified in Section 44012.

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

10 (iii) The vehicle is being registered as a specially constructed
11 vehicle.

12 (iv) The vehicle has been selected for testing pursuant to Section
13 44014.7 or any other provision of this chapter authorizing
14 out-of-cycle testing.

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

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

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

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

28 (8) (A) All diesel-powered vehicles manufactured prior to the
29 1998 model year.

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

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

- 1 (D) All diesel-powered vehicles that have a gross vehicle weight
2 rating of 14,001 pounds or greater.
- 3 (b) Vehicles designated for program coverage in enhanced areas
4 shall be required to obtain inspections from appropriate smog
5 check stations operating in enhanced areas.
- 6 (c) For purposes of subdivision (a), a collector motor vehicle,
7 as defined in Section 259 of the Vehicle Code, is exempt from
8 those portions of the test required by subdivision (f) of Section
9 44012 if the collector motor vehicle meets all of the following
10 criteria:
 - 11 (1) Submission of proof that the motor vehicle is insured as a
12 collector motor vehicle, as shall be required by regulation of the
13 bureau.
 - 14 (2) The motor vehicle is at least 35 model years old.
 - 15 (3) The motor vehicle complies with the exhaust emissions
16 standards for that motor vehicle's class and model year as
17 prescribed by the department, and the motor vehicle passes a
18 functional inspection of the fuel cap and a visual inspection for
19 liquid fuel leaks.

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AMENDED IN SENATE MARCH 24, 2025

SENATE BILL

No. 712

Introduced by Senator Grove

(Principal coauthor: Assembly Member Wallis)

(Coauthors: Senators Alvarado-Gil, Choi, Cortese, Dahle, Jones, Niello, Ochoa Bogh, Seyarto, Strickland, and Valladares)

(Coauthors: Assembly Members Alanis, Castillo, Davies, Gallagher, Jeff Gonzalez, Hadwick, Patterson, and Michelle Rodriguez)

February 21, 2025

An act to amend Section 44011 of the Health and Safety Code, *and to amend Section 4000.1 of the Vehicle Code*, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

SB 712, as amended, Grove. Smog check: *collector motor vehicles*: 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 *test, both biennially and at transfer*, 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 requirement, both biennially and at transfer;~~ 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.~~ old. *The bill would be known, and may be cited as, Leno’s Law.*

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. This act shall be known, and may be cited as,
2 Leno’s Law.

3 SECTION 1.

4 SEC. 2. Section 44011 of the Health and Safety Code is
5 amended to read:

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

10 (1) All motorcycles until the department, pursuant to Section
11 44012, implements test procedures applicable to motorcycles.

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

16 (3) All motor vehicles manufactured prior to the 1976 model
17 year.

18 (4) (A) Except as provided in subparagraph (B), all motor
19 vehicles four or less model years old.

20 (B) (i) Beginning January 1, 2005, all motor vehicles six or
21 less model years old, unless the state board finds that providing
22 an exception for these vehicles will prohibit the state from meeting
23 the requirements of Section 176(c) of the federal Clean Air Act
24 (42 U.S.C. Sec. 7401 et seq.) or the state’s commitments with
25 respect to the state implementation plan required by the federal
26 Clean Air Act.

27 (ii) Notwithstanding clause (i), beginning January 1, 2019, all
28 motor vehicles eight or less model years old, unless the state board

1 finds that providing an exception for these vehicles will prohibit
2 the state from meeting the requirements of Section 176(c) of the
3 federal Clean Air Act (42 U.S.C. Sec. 7401 et seq.) or the state's
4 commitments with respect to the state implementation plan required
5 by the federal Clean Air Act.

6 (iii) Clause (ii) does not apply to a motor vehicle that is seven
7 model years old in year 2018 for which a certificate of compliance
8 has been obtained.

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

12 (i) The department determines through remote sensing activities
13 or other means that there is a substantial probability that the vehicle
14 has a tampered emission control system or would fail for other
15 cause a smog check test as specified in Section 44012.

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

18 (iii) The vehicle is being registered as a specially constructed
19 vehicle.

20 (iv) The vehicle has been selected for testing pursuant to Section
21 44014.7 or any other provision of this chapter authorizing
22 out-of-cycle testing.

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

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

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

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

36 (8) (A) All diesel-powered vehicles manufactured prior to the
37 1998 model year.

38 (B) All diesel-powered vehicles that have a gross vehicle weight
39 rating of 8,501 to 10,000 pounds, inclusive, until the department,

1 in consultation with the state board, pursuant to Section 44012,
2 implements test procedures applicable to these vehicles.

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

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

11 (9) A collector motor vehicle, as defined in Section 259 of the
12 Vehicle Code, ~~if the motor vehicle meets all of the following~~
13 ~~criteria: that is at least 35 model years old.~~

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

17 ~~(B) The motor vehicle is at least 35 model years old.~~

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

21 *SEC. 3. Section 4000.1 of the Vehicle Code is amended to read:*

22 4000.1. (a) Except as otherwise provided in subdivision (b),
23 (c), or (d) of this section, or subdivision (b) of Section 43654 of
24 the Health and Safety Code, the department shall require upon
25 initial registration, and upon transfer of ownership and registration,
26 of any motor vehicle subject to Part 5 (commencing with Section
27 43000) of Division 26 of the Health and Safety Code, a valid
28 certificate of compliance or a certificate of noncompliance, as
29 appropriate, issued in accordance with Section 44015 of the Health
30 and Safety Code.

31 (b) With respect to new motor vehicles certified pursuant to
32 Chapter 2 (commencing with Section 43100) of Part 5 of Division
33 26 of the Health and Safety Code, the department shall accept a
34 statement completed pursuant to subdivision (b) of Section 24007
35 in lieu of the certificate of compliance.

36 (c) For purposes of determining the validity of a certificate of
37 compliance or noncompliance submitted in compliance with the
38 requirements of this section, the definitions of new and used motor
39 vehicle contained in Chapter 2 (commencing with Section 39010)
40 of Part 1 of Division 26 of the Health and Safety Code shall control.

1 (d) Subdivision (a) does not apply to a transfer of ownership
2 and registration under any of the following circumstances:

3 (1) The initial application for transfer is submitted within the
4 90-day validity period of a smog certificate as specified in Section
5 44015 of the Health and Safety Code.

6 (2) The transferor is the parent, grandparent, sibling, child,
7 grandchild, or spouse of the transferee.

8 (3) A motor vehicle registered to a sole proprietorship is
9 transferred to the proprietor as owner.

10 (4) The transfer is between companies the principal business of
11 which is leasing motor vehicles, if there is no change in the lessee
12 or operator of the motor vehicle or between the lessor and the
13 person who has been, for at least one year, the lessee’s operator
14 of the motor vehicle.

15 (5) The transfer is between the lessor and lessee of the motor
16 vehicle, if there is no change in the lessee or operator of the motor
17 vehicle.

18 (6) The motor vehicle was manufactured prior to the 1976
19 ~~model-year.~~ *model year.*

20 (7) Except for diesel-powered vehicles, the transfer is for a
21 motor vehicle that is four or less ~~model-years~~ *model years* old.
22 The department shall impose a fee of eight dollars (\$8) on the
23 transferee of a motor vehicle that is four or less ~~model-years~~ *model*
24 *years* old. Revenues generated from the imposition of that fee shall
25 be deposited into the Vehicle Inspection and Repair Fund.

26 (8) *A motor vehicle that is a collector motor vehicle that is at*
27 *least 35 model years old.*

28 (e) The State Air Resources Board, under Part 5 (commencing
29 with Section 43000) of Division 26 of the Health and Safety Code,
30 may exempt designated classifications of motor vehicles from
31 subdivision (a) as it deems necessary, and shall notify the
32 department of that action.

33 (f) Subdivision (a) does not apply to a motor vehicle when an
34 additional individual is added as a registered owner of the motor
35 vehicle.

36 ~~(g) For purposes of subdivision (a), any collector motor vehicle,~~
37 ~~as defined in Section 259, is exempt from those portions of the~~
38 ~~test required by subdivision (f) of Section 44012 of the Health and~~
39 ~~Safety Code, if the collector motor vehicle meets all of the~~
40 ~~following criteria:~~

- 1 ~~(1) 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 ~~(2) The motor vehicle is at least 35 model-years old.~~
- 5 ~~(3) The motor vehicle complies with the exhaust emissions~~
- 6 ~~standards for that motor vehicle's class and model year as~~
- 7 ~~prescribed by the department, and the motor vehicle passes a~~
- 8 ~~functional inspection of the fuel cap and a visual inspection for~~
- 9 ~~liquid fuel leaks.~~

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AMENDED IN ASSEMBLY MARCH 10, 2025

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

ASSEMBLY BILL

No. 674

**Introduced by Assembly Member Connolly
(Coauthor: Assembly Member Schiavo)**

February 14, 2025

~~An act to amend Section 17000 of the Health and Safety Code, relating to housing.~~ *An act to amend Sections 44124.5, 44125.5, and 44127 of, and to add Section 44128 to, the Health and Safety Code, relating to air pollution.*

LEGISLATIVE COUNSEL'S DIGEST

AB 674, as amended, Connolly. ~~Employee Housing Act.~~ *Clean Cars 4 All Program.*

Existing law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Existing law requires the implementing regulations to ensure that the program complies with certain requirements.

This bill would require the implementing regulations for the Clean Cars 4 All Program to additionally ensure that, among other things, incentives provided under the program are available in all areas of the state and that, in those areas where a local air district has not elected to participate in the program to manage the distribution of incentives within its jurisdiction, the state board manages the distribution of incentives to eligible residents of those areas, as specified. The bill

would make certain conforming changes in that regard. The bill would require, as one of the program goals for replacement of passenger vehicles and trucks, the state board to prioritize vehicle retirement in areas of the state that meet specified criteria. The bill would also require the state board to update the guidelines for the program no later than July 1, 2027, as specified.

Existing law requires the state board to annually post on its internet website a performance analysis of the replacement and mobility options component of the Clean Cars 4 All Program that includes an evaluation of the funding for targeted outreach in low-income or disadvantaged communities, as specified.

This bill would require that analysis to additionally include an evaluation of the funding for targeted outreach in low-income or disadvantaged communities with the highest number of vehicles manufactured before 2004 or that are at least 20 years old, as specified.

Existing law requires the state board to consider certain metrics in allocating funding under the program to local air districts participating in the program, and to the statewide program, including the number of vouchers deployed and the population in eligible program ZIP Codes.

This bill would require the state board, in allocating funding to local air districts participating in the program and to the portion of the program managed by the state board, to consider additional metrics, including the total value of vouchers deployed and a specified metric for retired vehicles, and would delete the requirement to consider the population in eligible ZIP Codes.

The bill would also require the state board, in coordination with local air districts and specified organizations, to establish a means-based strategy to identify potential recipients of incentives under the Clean Cars 4 All Program that meet certain criteria and, as part of that strategy, require an increased incentive to be provided under the program to those individuals.

~~The Employee Housing Act, among other things, requires that buildings used for human habitation, and buildings accessory thereto, comply with the building standards in the California Building Standards Code relating to employee housing, as defined.~~

~~This bill would make a nonsubstantive change to the provision naming that act.~~

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

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

1 SECTION 1. (a) *The Legislature finds and declares all of the*
2 *following:*

3 (1) *Two-thirds of the most polluted counties in the nation, by*
4 *year-round particulate pollution, are in California.*

5 (2) *In California, the transportation sector accounts for 50*
6 *percent of the state's greenhouse gas emissions and nearly 80*
7 *percent of the nitrogen oxides pollution. Air pollution from on-road*
8 *transportation, particularly from older vehicles, is inequitably*
9 *distributed across California, exposing Black and Latino*
10 *communities to disproportionately higher levels of particulate*
11 *matter that can cause lung disease, cardiovascular disease, and*
12 *cancer.*

13 (3) *Although pre-2004 vehicles make up only 19 percent of the*
14 *vehicles on California roads, they are responsible for 73 percent*
15 *of all nitrogen oxides exhaust from passenger vehicles and 64*
16 *percent of reactive organic gases.*

17 (4) *To rapidly transition into cleaner transportation, in 2019*
18 *the Legislature created a program, which previously only existed*
19 *in the South Coast Air Quality Management District and the San*
20 *Joaquin Valley Unified Air Pollution Control District. The Clean*
21 *Cars 4 All Program was established to provide incentives to vehicle*
22 *owners to voluntarily retire gross polluting vehicles and achieve*
23 *emissions reductions in nonattainment areas.*

24 (5) *In addition to providing incentives, California is*
25 *implementing a Zero Emission Vehicle (ZEV) Market Development*
26 *Strategy to ensure 100 percent of in-state new passenger car and*
27 *truck sales will be zero-emission by 2035.*

28 (6) *A core component of the ZEV Market Development Strategy*
29 *is ensuring equity in every decision so that communities suffering*
30 *most from a combination of economic, health, and environmental*
31 *burdens are actively prioritized and directly benefit from public*
32 *investment through increased zero-emission mobility options and*
33 *cleaner air.*

34 (b) *It is the intent of the Legislature that the transition into*
35 *zero-emission transportation occur in an equitable manner to be*
36 *achieved by offering the most vulnerable populations access to*
37 *clean transportation incentives and ensuring that those incentives*

1 *are continuously available to communities most burdened with air*
 2 *pollutants so limited public investments have the greatest impact.*

3 *(c) It is further the intent of the Legislature to reduce vehicle*
 4 *emissions in the fastest, most efficient, and equitable manner.*

5 *SEC. 2. Section 44124.5 of the Health and Safety Code is*
 6 *amended to read:*

7 44124.5. (a) The Clean Cars 4 All Program is hereby
 8 established and is to be administered by the state board to focus
 9 on achieving reductions in the emissions of greenhouse gases,
 10 improvements in air quality, and benefits to low-income state
 11 residents through the replacement of high-polluter motor vehicles
 12 with cleaner and more efficient motor vehicles or a mobility option.

13 (b) Beginning in the 2018–19 fiscal year, and every fiscal year
 14 thereafter, the state board shall set specific, measurable goals for
 15 the replacement of passenger vehicles and light- and medium-duty
 16 trucks that are high polluters. *As one of these goals, the state board*
 17 *shall prioritize vehicle retirement in areas of the state that have*
 18 *the highest percentage of people residing in disadvantaged and*
 19 *low-income communities and the highest number of vehicles*
 20 *manufactured prior to 2004 or that are at least 20 years old.*

21 (c) The state board shall take steps to meet the goals set forth
 22 pursuant to subdivision (b). The steps shall include, but need not
 23 be limited to, updating the guidelines for Clean Cars 4 All no later
 24 than ~~January~~ *July 1, 2019. 2027.*

25 (d) The regulation implementing this section shall ensure all of
 26 the following:

27 (1) Where applicable, there is improved coordination,
 28 integration, and ~~partnerships~~ *partnership* with other programs that
 29 target disadvantaged communities and receive moneys from the
 30 Greenhouse Gas Reduction Fund, created pursuant to Section
 31 16428.8 of the Government Code.

32 (2) The state board ~~shall coordinate~~ *coordinates* with districts
 33 and local nonprofit and community organizations, prioritizing
 34 those organizations that have a strong and ongoing local presence
 35 in areas within the district, to identify barriers to accessing Clean
 36 Cars 4 All and to develop outreach protocols and metrics to assess
 37 the success of outreach across the districts.

38 (3) The replacement or a mobility option is consistent with
 39 paragraph (6) of subdivision (d) of Section 44125.

1 (4) Provisions enhance the prescreening of applicants to Clean
2 Cars 4 All, if determined by the state board to be appropriate.

3 (5) By January 1, 2025, all hybrid vehicles purchased using an
4 incentive are capable of plug-in charging.

5 (6) *The incentives provided under the Clean Cars 4 All Program*
6 *are available in all areas of the state. In those areas where a*
7 *district has not elected to participate in the Clean Cars 4 All*
8 *Program to manage the distribution of incentives within its*
9 *jurisdiction, the state board shall manage the distribution of*
10 *incentives under the Clean Cars 4 All Program to eligible residents*
11 *of those areas in accordance with the requirements of the Clean*
12 *Cars 4 All Program. The state board shall not manage the*
13 *distribution of incentives in the jurisdiction of a district if the*
14 *district has elected to participate in the program to distribute*
15 *incentives within its jurisdiction.*

16 (7) *The application process and procedures for delivering*
17 *available funding for the Clean Cars 4 All Program include*
18 *performance metrics specified in Sections 44125.5 and 44127 for*
19 *evaluating funding delivery and program administration and*
20 *implementation.*

21 (8) *The state board establishes triggers and procedures for*
22 *reallocating funds from portions of the Clean Cars 4 All Program*
23 *managed by districts or by the state board that have a surplus of*
24 *funds to other portions of the Clean Cars 4 All Program managed*
25 *by other districts or the state board that have exhausted program*
26 *funding and have demonstrated a need.*

27 (9) *The state board tracks and reports all Clean Cars 4 All*
28 *Program data at the census tract level to support eligibility criteria*
29 *that offers increased incentives for residents of disadvantaged*
30 *communities.*

31 (e) The state board shall ensure that incentives awarded under
32 the Clean Cars 4 All Program are awarded in accordance with
33 Section 44258.7.

34 *SEC. 3. Section 44125.5 of the Health and Safety Code is*
35 *amended to read:*

36 44125.5. Beginning no later than July 1, 2019, and every year
37 thereafter, the state board, for both the program and Clean Cars 4
38 All, shall collect and post on its internet website all of the
39 following:

1 (a) The performance of both programs relative to the goals set
 2 pursuant to subdivision (b) of Section 44124.5 and subdivision (b)
 3 of Section 44125.

4 (b) An accounting that includes, but need not be limited to,
 5 moneys allocated to the program and Clean Cars 4 All and the
 6 expenditures of the program and Clean Cars 4 All by region. *For*
 7 *the accounting applicable to the Clean Cars 4 All Program, the*
 8 *accounting shall separately display the portions of the program*
 9 *managed by each participating district and by the state board and*
 10 *shall include projections of available funds for each portion of the*
 11 *program.*

12 (c) A performance analysis broken down by district of the
 13 replacement and mobility options component of the program and
 14 Clean Cars 4 All to identify areas to be emphasized when setting
 15 future goals or updating the guidelines for the program and Clean
 16 Cars 4 All. The analysis shall include all of the following:

17 (1) ~~Whether a district~~ *district, or the state board, as applicable,*
 18 *implementing the replacement and mobility options component*
 19 *of the program or Clean Cars 4 All has a backlog or a waiting list*
 20 *for applicants and recommendations from the district or state board*
 21 *on how to eliminate the backlog or waiting list.*

22 (2) An evaluation of the funding for targeted outreach in
 23 low-income or disadvantaged communities, including whether the
 24 funding should be enhanced or modified to reach the goals set
 25 pursuant to subdivision (b) of Section ~~44124.5 and subdivision (b)~~
 26 ~~of Section 44125.~~

27 (3) *An evaluation of the funding for targeted outreach in*
 28 *low-income or disadvantaged communities with the highest number*
 29 *of vehicles manufactured before 2004 or that are at least 20 years*
 30 *old, including whether the funding should be enhanced or modified*
 31 *to reach the goals set pursuant to subdivision (b) of Section*
 32 *44124.5.*

33 ~~(3)~~

34 (4) How incentive levels and eligibility criteria can be modified
 35 to maximize both participation and emissions reductions.

36 ~~(4)~~

37 (5) (A) An assessment identifying populations that are eligible
 38 for, but underserved by Clean Cars 4 All. In identifying
 39 underserved populations pursuant to this paragraph, the assessment
 40 shall, at a minimum, evaluate the participation of households in

1 census tracts shown to be the most impacted in each region,
2 households making less than 225 percent of the federal poverty
3 level, and households that are primarily non-English speaking.

4 (B) The assessment shall identify barriers preventing the
5 underserved populations identified pursuant to subparagraph (A)
6 from participating in Clean Cars 4 All and propose strategies to
7 overcome those barriers.

8 *SEC. 4. Section 44127 of the Health and Safety Code is*
9 *amended to read:*

10 44127. (a) Upon appropriation by the Legislature, the state
11 board may allocate moneys for the expansion of the replacement
12 component or mobility option component of the program or Clean
13 Cars 4 All from any of the following:

14 (1) The Enhanced Fleet Modernization Subaccount, created
15 pursuant to Section 44126.

16 (2) The High Polluter Repair or Removal Account, created
17 pursuant to Section 44091.

18 (3) The Vehicle Inspection and Repair Fund, created pursuant
19 to Section 9886 of the Business and Professions Code.

20 (b) Upon appropriation by the Legislature, the state board may
21 allocate moneys consistent with law for Clean Cars 4 All from the
22 Greenhouse Gas Reduction Fund, created pursuant to Section
23 16428.8 of the Government Code.

24 (c) Of the funds made available in Items 3900-101-0001 and
25 3900-101-3228 of the Budget Act of 2023 (Sections 110 and 111
26 of Chapter 38 of the Statutes of 2023) to the state board and that
27 the state board allocated to Clean Cars 4 All, the state board shall
28 maintain funding for each district participating in Clean Cars 4
29 All, such that if a district has insufficient funds to meet processed
30 demand, the state board shall reallocate moneys to that district to
31 ensure operation is minimally impacted for district Clean Cars 4
32 All programs.

33 (d) (1) In allocating funding under Clean Cars 4 All to districts
34 participating in the program, and to the statewide program, the
35 state board shall consider, at a minimum, all of the following
36 metrics:

37 (A) ~~Number~~ *The number and total value* of vouchers deployed.

38 (B) Proportion of applications that have been started and resulted
39 in completed replacement transactions or mobility vouchers.

40 (C) Demand for vouchers.

1 (D) Proportional investment to underserved populations
2 identified pursuant to paragraph ~~(4)~~ (5) of subdivision (c) of Section
3 44125.5.

4 ~~(E) Population in eligible Clean Cars 4 All Zip Codes. For~~
5 ~~retired vehicles, the metric of older model year.~~

6 (2) Beginning January 1, 2023, and every year thereafter, the
7 state board shall publish, as part of its funding plan, a report
8 identifying how each criterion was used to allocate funding to
9 districts and to the statewide program.

10 (e) (1) Up to 10 percent of the moneys allocated by the state
11 board *to districts* for Clean Cars 4 All may be used for outreach
12 programs in accordance with both of the following requirements:

13 (A) Before a district allocates more than 5 percent of the moneys
14 received from the state board for Clean Cars 4 All in a fiscal year
15 for outreach, the district shall submit a description to the state
16 board of the outreach efforts that will be funded with any money
17 above 5 percent of the moneys allocated by the state board and a
18 justification of how the additional funding for outreach will support
19 deployment of Clean Cars 4 All to households in census tracts
20 shown to be the most impacted in each region, households making
21 less than 225 percent of the federal poverty level, households that
22 are primarily non-English speaking, and other underserved
23 populations identified pursuant to paragraph ~~(4)~~ (5) of subdivision
24 (c) of Section 44125.5.

25 (B) A district that allocates more than 5 percent of the moneys
26 received from the state board for Clean Cars 4 All in a fiscal year
27 for outreach shall submit a report to the state board on the outcome
28 of this expenditure, including a description of outreach efforts that
29 were funded or augmented with any money above 5 percent of the
30 moneys allocated by the state board for Clean Cars 4 All and how
31 that funding supported deployment of Clean Cars 4 All to
32 households in census tracts shown to be the most impacted in each
33 region, households making less than 225 percent of the federal
34 poverty level, households that are primarily non-English speaking,
35 and other underserved populations identified pursuant to paragraph
36 ~~(4)~~ (5) of subdivision (c) of Section 44125.5.

37 (2) Documents and information submitted by a district to the
38 state board pursuant to this subdivision shall be for informational
39 purposes only.

1 (f) (1) Except as provided in paragraph (2), in areas of the
2 state where the state board manages the distribution of incentives,
3 the state board may use up to 5 percent of the moneys available
4 for distribution in those areas in a fiscal year for the purpose of
5 outreach in those areas.

6 (2) The state board may use more than 5 percent, but no more
7 than 10 percent, of the moneys available for distribution described
8 in paragraph (1) for the purposes described in paragraph (1) if
9 the state board finds that the allocation would further the purposes
10 set forth in subparagraphs (A) and (B) of paragraph (1) of
11 subdivision (e).

12 (f)

13 (g) (1) Notwithstanding Section 10231.5 of the Government
14 Code, the state board shall report annually to the budget committees
15 of both houses of the Legislature the amount of funding allocated
16 by the state board to the statewide Clean Cars 4 All program and
17 to each district Clean Cars 4 All program and detailed performance
18 metrics consistent with the requirements of subdivision (d) for the
19 statewide and district Clean Cars 4 All programs, including the
20 number and dollar amount of grants awarded by each district
21 program and by the statewide program and regionally specific
22 information for grant awards made by the administrator under the
23 statewide program.

24 (2) Notwithstanding Section 9795 of the Government Code, a
25 report prepared pursuant to paragraph (1) shall be submitted as an
26 electronic copy to the committees described in paragraph (1) and
27 posted on the state board's internet website.

28 SEC. 5. Section 44128 is added to the Health and Safety Code,
29 to read:

30 44128. (a) The state board shall establish a means-based
31 strategy to identify potential recipients of incentives under the
32 Clean Cars 4 All Program who meet all of the following criteria:

33 (1) A person living in the top decile of disadvantaged
34 communities.

35 (2) A person owning a vehicle manufactured before 2004 or a
36 vehicle that is at least 20 years old.

37 (3) A person from an underserved population identified pursuant
38 to paragraph (5) of subdivision (c) of Section 44125.5.

39 (b) As part of the means-based strategy, the state board shall
40 require an increased incentive to be provided under the Clean

1 *Cars 4 All Program to individuals who meet all of the criteria set*
2 *forth in subdivision (a) as compared to individuals who otherwise*
3 *qualify for the Clean Cars 4 All Program but do not meet all of*
4 *the criteria set forth in subdivision (a).*

5 *(c) In establishing the means-based strategy pursuant to*
6 *subdivisions (a) and (b), the state board shall coordinate with*
7 *districts and local nonprofit and community organizations that*
8 *have a strong and ongoing local presence in areas within a*
9 *particular district.*

10 *(d) A participating district, and the state board with respect to*
11 *the areas where it manages the distribution of incentives, shall*
12 *implement the means-based strategy and shall provide increased*
13 *incentives in accordance with this section.*

14 ~~SECTION 1. Section 17000 of the Health and Safety Code is~~
15 ~~amended to read:~~

16 ~~17000. This part shall be known, and may be cited, as the~~
17 ~~Employee Housing Act.~~

18
19 _____

20 **REVISIONS:**

21 **Heading—Line 2.**

22 _____

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AMENDED IN ASSEMBLY MARCH 24, 2025

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

ASSEMBLY BILL

No. 1106

Introduced by Assembly Member Michelle Rodriguez
(Principal coauthor: Senator Allen)

February 20, 2025

An act to amend ~~Section 39602.5~~ add Chapter 9 (commencing with Section 39950) to Part 2 of Division 26 of the Health and Safety Code, relating to vehicular air pollution.

LEGISLATIVE COUNSEL'S DIGEST

AB 1106, as amended, Michelle Rodriguez. ~~Vehicular air pollution:~~ State Air Resources Board: ~~regulations:~~ regional air quality incident response program.

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

This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers operated by air districts, including at least one located in the South Coast Air Quality Management District, in order to facilitate emergency air monitoring response at the local and

regional level. Prior to the state board establishing an air quality incident response center within an air district, the bill would require the state board to coordinate and develop operational plans for the air quality incident response centers with the relevant air districts. The bill would provide that funding made available to the state board for purposes of these provisions may be used for various purposes, including program funding to plan, create, equip, and maintain air quality incident response centers.

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

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

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

~~Existing law requires the State Air Resources Board to adopt rules and regulations relating to vehicular emissions standards, as specified, that will achieve the ambient air quality standards required by federal law in conjunction with other measures adopted by the state board, air pollution control and air quality management districts, and the United States Environmental Protection Agency. Existing law requires the state board to adopt and enforce rules and regulations that anticipate the development of new technologies or the improvement of existing technologies if necessary to carry out its duty.~~

~~This bill would make a nonsubstantive change to this provision.~~

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

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

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

1
2 CHAPTER 9. REGIONAL AIR QUALITY INCIDENT RESPONSE
3 PROGRAM
4

5 39950. For purposes of this chapter, the following definitions
6 apply:

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

12 (b) "Air quality incident response center" means an air quality
13 incident response center established pursuant to this chapter to
14 facilitate emergency air monitoring.

15 39951. Subject to an appropriation by the Legislature for
16 purposes of this chapter, the state board shall expand its incident
17 air monitoring program to provide support in accordance with
18 this chapter for a regional network of air quality incident response
19 centers operated by districts in order to facilitate emergency air
20 monitoring response at the local and regional level.

21 39952. (a) The state board shall, in coordination with districts,
22 establish air quality incident response centers throughout the state,
23 including at least one air quality incident response center located
24 within the jurisdiction of the south coast district, all of which shall
25 receive support pursuant to this chapter. Prior to the state board
26 establishing an air quality incident response center within a
27 district, the state board shall coordinate and develop operational
28 plans for the air quality incident response centers with the relevant
29 districts. The state board and each district shall only be responsible
30 to operate an air quality incident response center and perform the
31 other duties set forth in this chapter to the extent that the state
32 board provides funding for those purposes.

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

38 39953. (a) Funding made available to the state board for
39 purposes of this chapter may be used, but is not limited to being
40 used, for any of the following purposes:

1 (1) Program funding to plan, create, equip, and maintain air
2 quality incident response centers, including for the acquisition of
3 monitoring equipment and systems, vehicles, and other necessary
4 equipment, and facilities, needed to support air quality incident
5 response centers, and to plan, develop, conduct training on, and
6 implement incident response protocols.

7 (2) Air quality data collection, maintenance, analysis,
8 presentation, dissemination, modeling, and publishing, and the
9 integration of that data into a unified command or joint information
10 center, and other related activities.

11 (3) The funding of staffing resources, including a State Air
12 Quality Health Officer, and regional emergency response
13 coordinators and technical staff at districts that operate air quality
14 incident response centers, develop plans, prepare for, and respond
15 during, incidents and as needed for investigation and recovery
16 efforts.

17 (4) Training and preparedness exercises for state board staff
18 and the staff of districts that operate air quality incident response
19 centers to facilitate expeditious, efficient, and effective emergency
20 air monitoring responses to provide air quality information to the
21 public and protect public health.

22 (5) State board-supported research studies regarding any of
23 the following:

24 (A) The health impacts of emissions from wildfires and other
25 types of air quality incidents, in coordination with districts.

26 (B) Health risk communication research and emissions,
27 including speciation.

28 (C) Updates to source profiles and emissions inventories.

29 (b) In undertaking their duties funded pursuant to subdivision
30 (a), the State Air Quality Health Officer shall support local
31 response by doing both of the following:

32 (1) Providing expertise to translate air monitoring data
33 collection, analyses, and modeling results in terms of impacts on
34 public health.

35 (2) Coordinating with relevant state and local agencies, local
36 governments, and public health departments, including districts,
37 to provide unified command and joint information centers, and
38 with other organizations with air quality data and analysis to
39 inform the public and local response and recovery efforts.

1 39954. *As part of the operation of an air quality incident*
2 *response center, air quality monitoring shall be conducted for*
3 *targeted air contaminants of concern, as identified by the state*
4 *board or the district operating that air quality incident response*
5 *center, during disaster or emergency situations and during the*
6 *recovery period from a disaster or emergency to aid impacted*
7 *communities, and shall be conducted, as needed, in coordination*
8 *with unified command centers, joint information centers, other*
9 *state agencies, and other entities, as appropriate.*

10 *SEC. 2. 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.*

15 ~~SECTION 1. Section 39602.5 of the Health and Safety Code~~
16 ~~is amended to read:~~

17 ~~39602.5. (a) The state board shall adopt rules and regulations~~
18 ~~pursuant to Section 43013 that, in conjunction with other measures~~
19 ~~adopted by the state board, the districts, and the United States~~
20 ~~Environmental Protection Agency, will achieve the ambient air~~
21 ~~quality standards required by the federal Clean Air Act (42 U.S.C.~~
22 ~~Sec. 7401 et seq.) in all areas of the state by the applicable~~
23 ~~attainment date, and to maintain these standards thereafter. The~~
24 ~~state board shall adopt these measures if they are necessary,~~
25 ~~technologically feasible, and cost effective, consistent with Section~~
26 ~~43013.~~

27 ~~(b) If necessary to carry out its duties under this section, the~~
28 ~~state board shall adopt and enforce rules and regulations that~~
29 ~~anticipate the development of new technologies or the improvement~~
30 ~~of existing technologies. The rules and regulations shall require~~
31 ~~standards that the state board finds and determines can likely be~~
32 ~~achieved by the compliance date set forth in the rule.~~

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AMENDED IN ASSEMBLY MARCH 24, 2025

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

ASSEMBLY BILL

No. 1352

Introduced by Assembly Member Solache

February 21, 2025

~~An act to amend Section 107250 of the Health and Safety Code, relating to public health.~~ *An act to amend Section 39719 of the Health and Safety Code, relating to air resources, and making an appropriation therefor.*

LEGISLATIVE COUNSEL'S DIGEST

AB 1352, as amended, Solache. ~~Air quality health planning.~~ *Community air protection programs: financial support.*

The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates portions of the fund for various purposes.

Existing law requires the state board to implement various programs to improve air quality, including air monitoring programs, grant programs, community emissions reduction programs, programs to reduce mobile and stationary sources of criteria air pollutants or toxic air contaminants, and various incentive programs to purchase or retrofit vehicles that meet specified criteria.

This bill would continuously appropriate 10% of the annual proceeds of the fund to the state board to provide funding for purposes of awarding grants, providing technical assistance, supporting community participation, and offering incentives in connection with specified programs to improve air quality, thereby making an appropriation.

~~Existing law requires the State Department of Public Health to develop a plan, addressing specified issues, with recommendations and guidelines for counties to use in the case of a significant air quality event, as defined, caused by wildfires or other sources. Existing law requires the department to consult with specified stakeholders in developing the plan.~~

~~This bill would make technical, nonsubstantive changes to those provisions:~~

Vote: ~~majority~~^{2/3}. Appropriation: ~~no~~ yes. Fiscal committee: ~~no~~ yes. State-mandated local program: no.

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

- 1 SECTION 1. Section 39719 of the Health and Safety Code is
- 2 amended to read:
- 3 39719. (a) The Legislature shall appropriate the annual
- 4 proceeds of the fund for the purpose of reducing greenhouse gas
- 5 emissions in this state in accordance with the requirements of
- 6 Section 39712.
- 7 (b) To carry out a portion of the requirements of subdivision
- 8 (a), the annual proceeds of the fund are continuously appropriated
- 9 for the following:
- 10 (1) Beginning in the 2015–16 fiscal year, and notwithstanding
- 11 Section 13340 of the Government Code, 35 percent of the annual
- 12 proceeds of the fund are continuously appropriated, without regard
- 13 to fiscal years, for transit, affordable housing, and sustainable
- 14 communities programs as follows:
- 15 (A) Ten percent of the annual proceeds of the fund is hereby
- 16 continuously appropriated to the Transportation Agency for the
- 17 Transit and Intercity Rail Capital Program created by Part 2
- 18 (commencing with Section 75220) of Division 44 of the Public
- 19 Resources Code.
- 20 (B) Five percent of the annual proceeds of the fund is hereby
- 21 continuously appropriated to the Low Carbon Transit Operations
- 22 Program created by Part 3 (commencing with Section 75230) of

1 Division 44 of the Public Resources Code. Moneys shall be
2 allocated by the Controller, according to requirements of the
3 program, and pursuant to the distribution formula in subdivision
4 (b) or (c) of Section 99312 of, and Sections 99313 and 99314 of,
5 the Public Utilities Code.

6 (C) Twenty percent of the annual proceeds of the fund is hereby
7 continuously appropriated to the Strategic Growth Council for the
8 Affordable Housing and Sustainable Communities Program created
9 by Part 1 (commencing with Section 75200) of Division 44 of the
10 Public Resources Code. Of the amount appropriated in this
11 subparagraph, no less than 10 percent of the annual proceeds of
12 the fund shall be expended for affordable housing, consistent with
13 the provisions of that program.

14 (2) Beginning in the 2015–16 fiscal year, notwithstanding
15 Section 13340 of the Government Code, and subject to the
16 requirements of Section 39719.3, 25 percent of the annual proceeds
17 of the fund is hereby continuously appropriated to the High-Speed
18 Rail Authority for the following components of the initial operating
19 segment and Phase I Blended System as described in the 2012
20 business plan adopted pursuant to Section 185033 of the Public
21 Utilities Code:

22 (A) Acquisition and construction costs of the project.

23 (B) Environmental review and design costs of the project.

24 (C) Other capital costs of the project.

25 (D) Repayment of any loans made to the authority to fund the
26 project.

27 (3) (A) Beginning in the 2020–21 fiscal year, and until June
28 30, 2030, 5 percent of the annual proceeds of the fund, up to the
29 sum of one hundred thirty million dollars (\$130,000,000), is hereby
30 annually transferred to the Safe and Affordable Drinking Water
31 Fund established pursuant to Section 116766 for the purposes of
32 Chapter 4.6 (commencing with Section 116765) of Part 12 of
33 Division 104.

34 (B) Moneys transferred under this paragraph shall be used for
35 the purpose of facilitating the achievement of reductions of
36 greenhouse gas emissions in this state in accordance with the
37 requirements of Section 39712 or to improve climate change
38 adaptation and resiliency of disadvantaged communities or
39 low-income households or communities, consistent with Division
40 25.5 (commencing with Section 38500). For purposes of the

1 moneys transferred under this paragraph, a state agency may also
 2 comply with the requirements of paragraphs (2) and (3) of
 3 subdivision (a) of Section 16428.9 of the Government Code by
 4 describing how each proposed expenditure will improve climate
 5 change adaptation and resiliency of disadvantaged communities
 6 or low-income households or communities.

7 *(4) Notwithstanding Section 13340 of the Government Code,*
 8 *10 percent of the annual proceeds of the fund is hereby*
 9 *continuously appropriated to the state board to implement the*
 10 *programs described in Sections 42705.5 and 44391.2, including,*
 11 *but not limited to, funding grants, providing technical assistance,*
 12 *supporting community participation, as described in subdivision*
 13 *(d) of Section 44391.2, and offering incentives for projects*
 14 *described in subdivision (b) of Section 44391.4.*

15 ~~(4)~~

16 (5) Notwithstanding Section 13340 of the Government Code,
 17 for each fiscal year, beginning in the 2022–23 fiscal year through
 18 the 2028-29 fiscal year, the sum of two hundred million dollars
 19 (\$200,000,000) is hereby continuously appropriated, to the
 20 Department of Forestry and Fire Protection and allocated as
 21 follows:

22 (A) One hundred sixty-five million dollars (\$165,000,000) for
 23 healthy forest and fire prevention programs and projects that
 24 improve forest health and reduce emissions of greenhouse gases
 25 caused by uncontrolled wildfires.

26 (B) Thirty-five million dollars (\$35,000,000) for the completion
 27 of prescribed fire and other fuel reduction projects through proven
 28 forestry practices consistent with the recommendations of the
 29 California Forest Carbon Plan, including the operation of
 30 year-round prescribed fire crews and implementation of a research
 31 and monitoring program for climate adaptation.

32 (c) In determining the amount of the annual proceeds of the
 33 fund for purposes of the calculation in paragraphs (1) to ~~(3)~~, (4),
 34 inclusive, of subdivision (b), the funds subject to Section 39719.1
 35 and the sum set forth in paragraph ~~(4)~~ (5) of subdivision (b) shall
 36 not be included.

37 ~~SECTION 1. Section 107250 of the Health and Safety Code~~
 38 ~~is amended to read:~~

39 ~~107250. (a) The State Department of Public Health shall~~
 40 ~~develop a plan with recommendations and guidelines for counties~~

1 to use in the case of a significant air quality event caused by
2 wildfires or other sources. The plan shall address all of the
3 following:

4 (1) Establishing policies and procedures that address respiratory
5 protection and other protective equipment and devices, including,
6 but not limited to, all of the following:

7 (A) Whether to make respiratory protection and other protective
8 equipment and devices available to county residents.

9 (B) Whether to have stockpiles of respiratory protection and
10 other protective equipment and devices available for distribution.

11 (C) Where to obtain respiratory protection and other protective
12 equipment and devices, if stockpiling.

13 (D) How to distribute respiratory protection and other protective
14 equipment and devices, if stockpiling.

15 (E) How to educate the public on when to use respiratory
16 protection and other protective equipment and devices.

17 (F) Educating the public on keeping respiratory protection and
18 other protective equipment in their homes, offices, and cars.

19 (2) Making available respiratory protection and other protective
20 equipment and devices to residents that are sensitive receptors and
21 that are at risk of serious illness or complications resulting from
22 inhaling highly polluted air from a significant air quality event
23 caused by wildfires or other sources.

24 (3) Providing information to residents on what they should do
25 if the air quality index hits a significant threshold.

26 (4) Providing information to residents regarding the health
27 impacts of inhaling air pollution during a significant air quality
28 event caused by wildfires or other sources.

29 (5) Developing prevention strategies to assist residents in
30 avoiding inhalation of air pollutants.

31 (6) Disseminating the information in this subdivision to the
32 public.

33 (b) The recommendations in the plan developed pursuant to
34 subdivision (a) shall include guidance about how a county,
35 including a city and county, informs its residents about all of the
36 following:

37 (1) Unhealthy air quality.

38 (2) The Air Quality Index.

- 1 ~~(3) The effect of air pollution on an individual’s health,~~
- 2 ~~including the symptoms someone may experience and where to~~
- 3 ~~go for medical assistance.~~
- 4 ~~(4) Where an individual can obtain protective respiratory~~
- 5 ~~protection and other protective equipment.~~
- 6 ~~(5) How and when to use respiratory protection and other~~
- 7 ~~protective equipment.~~
- 8 ~~(6) How and when an individual needing oxygen or respiratory~~
- 9 ~~medications can obtain oxygen or respiratory medications.~~
- 10 ~~(7) How to protect children, seniors, the disabled, the~~
- 11 ~~homebound, the homeless, those working outdoors, tourists,~~
- 12 ~~visitors, non-English speakers, and any others who may have~~
- 13 ~~difficulty obtaining or using masks or other protective equipment~~
- 14 ~~without assistance.~~
- 15 ~~(8) Any other information that is useful for an individual to~~
- 16 ~~protect their health, and the health of their loved ones, in the case~~
- 17 ~~of significantly poor air quality caused by wildfires or other~~
- 18 ~~sources.~~
- 19 ~~(e) The plan developed pursuant to subdivision (a) shall also~~
- 20 ~~include best practices and recommended protocols for reaching~~
- 21 ~~out to inform the general public about the recommendations and~~
- 22 ~~guidelines and shall include best practices and recommended~~
- 23 ~~protocols for reaching out specifically to vulnerable populations,~~
- 24 ~~including, but not limited to, the homeless, elderly, disabled, and~~
- 25 ~~homebound.~~
- 26 ~~(d) The department shall develop the plan, pursuant to~~
- 27 ~~subdivision (a), in consultation with key stakeholders, including,~~
- 28 ~~but not limited to, representatives of all of the following:~~
- 29 ~~(1) Governor’s Office of Emergency Services.~~
- 30 ~~(2) State Air Resources Board.~~
- 31 ~~(3) Governor’s Office of Planning and Research.~~
- 32 ~~(4) California Department of Aging.~~
- 33 ~~(5) State Department of Developmental Services.~~
- 34 ~~(6) Office of Environmental Health Hazard Assessment.~~
- 35 ~~(7) Medical professionals focused on respiratory health,~~
- 36 ~~pulmonology, pediatrics, and emergency medicine.~~
- 37 ~~(8) Small and large air pollution districts.~~
- 38 ~~(9) Counties.~~
- 39 ~~(10) Cities.~~
- 40 ~~(11) Hospitals.~~

- 1 ~~(12) Business organizations.~~
- 2 ~~(13) Nonprofit organizations involved in respiratory health.~~
- 3 ~~(14) Nonprofit organizations working on behalf of issues for~~
- 4 ~~individuals with disabilities.~~
- 5 ~~(15) Nonprofit organizations working on behalf of issues for~~
- 6 ~~the homeless.~~
- 7 ~~(16) Nonprofit organizations working on behalf of issues for~~
- 8 ~~seniors.~~
- 9 ~~(e) The plan developed pursuant to subdivision (a) shall~~
- 10 ~~supplement any resources developed by the department, on or~~
- 11 ~~before the effective date of this section, for counties to use in the~~
- 12 ~~case of a significant air quality event caused by wildfires or other~~
- 13 ~~sources.~~
- 14 ~~(f) For purposes of this chapter, “a significant air quality event”~~
- 15 ~~is defined as the period of time in which the duration of exposure~~
- 16 ~~and the level of particulate matter, or other indicators of air quality,~~
- 17 ~~are likely to result in negative health impacts.~~

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AMENDED IN SENATE MARCH 24, 2025

SENATE BILL

No. 69

Introduced by Senator McNerney

January 14, 2025

An act to amend Section ~~132655~~ of the Public Utilities Code, relating to transportation; 44127 of the Health and Safety Code, relating to air pollution.

LEGISLATIVE COUNSEL'S DIGEST

SB 69, as amended, McNerney. ~~Tri-Valley-San Joaquin Valley Regional Rail Authority; City of Mountain House. Clean Cars 4 All Program.~~

Existing law establishes the Clean Cars 4 All Program, which is administered by the State Air Resources Board, to focus on achieving reductions in the emissions of greenhouse gases, improvements in air quality, and benefits to low-income state residents through the replacement of high-polluter motor vehicles with cleaner and more efficient motor vehicles or a mobility option. Under existing law, the distribution of incentives under the program is implemented in air pollution control and air quality management districts that choose to participate in the program and through a statewide program. Existing law requires the state board to consider certain metrics in allocating funding under the program to participating air districts and to the statewide program.

This bill would authorize a participating air district to submit a disbursement request to the state board for an amount equal to its previous 4 months of expenditures under the program if it determines that its balance of available funding for the program is less than the total amount of its expenditures under the program over the previous

4 months. If there are sufficient funds available from funds allocated to the program to cover the amount in the disbursement request, the bill would require the state board to issue the requested amount of funding to the air district within 60 days of the submittal of the disbursement request.

~~Existing law establishes the Tri-Valley-San Joaquin Valley Regional Rail Authority for purposes of planning, developing, delivering, and operating cost-effective and responsive rail connectivity, between the Bay Area Rapid Transit system and the Altamont Corridor Express commuter rail service, as provided. Existing law establishes a governing board for the authority that comprises representatives from specified entities, including the Mountain House Community Services District.~~

~~This bill would require a representative from the City of Mountain House to be on the governing board for the authority, instead of a representative from the Mountain House Community Services District. By imposing new duties on the City of Mountain House, this bill would create 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-no*.

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

- 1 SECTION 1. Section 44127 of the Health and Safety Code is
- 2 amended to read:
- 3 44127. (a) Upon appropriation by the Legislature, the state
- 4 board may allocate moneys for the expansion of the replacement
- 5 component or mobility option component of the program or Clean
- 6 Cars 4 All from any of the following:
- 7 (1) The Enhanced Fleet Modernization Subaccount, created
- 8 pursuant to Section 44126.
- 9 (2) The High Polluter Repair or Removal Account, created
- 10 pursuant to Section 44091.

1 (3) The Vehicle Inspection and Repair Fund, created pursuant
2 to Section 9886 of the Business and Professions Code.

3 (b) Upon appropriation by the Legislature, the state board may
4 allocate moneys consistent with law for Clean Cars 4 All from the
5 Greenhouse Gas Reduction Fund, created pursuant to Section
6 16428.8 of the Government Code.

7 (c) Of the funds made available in Items 3900-101-0001 and
8 3900-101-3228 of the Budget Act of 2023 (Sections 110 and 111
9 of Chapter 38 of the Statutes of 2023) to the state board and that
10 the state board allocated to Clean Cars 4 All, the state board shall
11 maintain funding for each district participating in Clean Cars 4
12 All, such that if a district has insufficient funds to meet processed
13 demand, the state board shall reallocate moneys to that district to
14 ensure operation is minimally impacted for district Clean Cars 4
15 All programs.

16 (d) (1) In allocating funding under Clean Cars 4 All to districts
17 participating in the program, and to the statewide program, the
18 state board shall consider, at a minimum, all of the following
19 metrics:

20 (A) Number of vouchers deployed.

21 (B) Proportion of applications that have been started and resulted
22 in completed replacement transactions or mobility vouchers.

23 (C) Demand for vouchers.

24 (D) Proportional investment to underserved populations
25 identified pursuant to paragraph (4) of subdivision (c) of Section
26 44125.5.

27 (E) Population in eligible Clean Cars 4 All Zip Codes.

28 (2) Beginning January 1, 2023, and every year thereafter, the
29 state board shall publish, as part of its funding plan, a report
30 identifying how each criterion was used to allocate funding to
31 districts and to the statewide program.

32 (e) (1) *If a district determines that its balance of available*
33 *funding for Clean Cars 4 All is less than the total amount of its*
34 *expenditures under Clean Cars 4 All over the previous four months,*
35 *then that district may submit a disbursement request to the state*
36 *board for an amount equal to its previous four months of*
37 *expenditures under Clean Cars 4 All.*

38 (2) *The state board shall verify and process a disbursement*
39 *request submitted pursuant to paragraph (1) within 30 days. If*
40 *there are sufficient funds available from funds allocated to Clean*

1 *Cars 4 All to cover the amount in the disbursement request, then*
2 *the state board shall issue the requested amount of funding to the*
3 *district within 60 days of the submittal of the disbursement request.*

4 ~~(e)~~

5 *(f)* (1) Up to 10 percent of the moneys allocated by the state
6 board for Clean Cars 4 All may be used for outreach programs in
7 accordance with both of the following requirements:

8 (A) Before a district allocates more than 5 percent of the moneys
9 received from the state board for Clean Cars 4 All in a fiscal year
10 for outreach, the district shall submit a description to the state
11 board of the outreach efforts that will be funded with any money
12 above 5 percent of the moneys allocated by the state board and a
13 justification of how the additional funding for outreach will support
14 deployment of Clean Cars 4 All to households in census tracts
15 shown to be the most impacted in each region, households making
16 less than 225 percent of the federal poverty level, households that
17 are primarily non-English speaking, and other underserved
18 populations identified pursuant to paragraph (4) of subdivision (c)
19 of Section 44125.5.

20 (B) A district that allocates more than 5 percent of the moneys
21 received from the state board for Clean Cars 4 All in a fiscal year
22 for outreach shall submit a report to the state board on the outcome
23 of this expenditure, including a description of outreach efforts that
24 were funded or augmented with any money above 5 percent of the
25 moneys allocated by the state board for Clean Cars 4 All and how
26 that funding supported deployment of Clean Cars 4 All to
27 households in census tracts shown to be the most impacted in each
28 region, households making less than 225 percent of the federal
29 poverty level, households that are primarily non-English speaking,
30 and other underserved populations identified pursuant to paragraph
31 (4) of subdivision (c) of Section 44125.5.

32 (2) Documents and information submitted by a district to the
33 state board pursuant to this subdivision shall be for informational
34 purposes only.

35 ~~(f)~~

36 *(g)* (1) Notwithstanding Section 10231.5 of the Government
37 Code, the state board shall report annually to the budget committees
38 of both houses of the Legislature the amount of funding allocated
39 by the state board to the statewide Clean Cars 4 All program and
40 to each district Clean Cars 4 All program and detailed performance

1 metrics consistent with the requirements of subdivision (d) for the
2 statewide and district Clean Cars 4 All programs, including the
3 number and dollar amount of grants awarded by each district
4 program and by the statewide program and regionally specific
5 information for grant awards made by the administrator under the
6 statewide program.

7 (2) Notwithstanding Section 9795 of the Government Code, a
8 report prepared pursuant to paragraph (1) shall be submitted as an
9 electronic copy to the committees described in paragraph (1) and
10 posted on the state board’s internet website.

11 ~~SECTION 1. Section 132655 of the Public Utilities Code is~~
12 ~~amended to read:~~

13 ~~132655. The governing board of the authority shall comprise~~
14 ~~one representative from each of the following entities to be~~
15 ~~appointed by the governing board, mayor, or supervisor of each~~
16 ~~entity:~~

- 17 ~~(a) The Bay Area Rapid Transit District.~~
- 18 ~~(b) The City of Dublin.~~
- 19 ~~(c) The City of Lathrop.~~
- 20 ~~(d) The City of Livermore.~~
- 21 ~~(e) The City of Manteca.~~
- 22 ~~(f) The City of Pleasanton.~~
- 23 ~~(g) The City of Stockton.~~
- 24 ~~(h) The City of Tracy.~~
- 25 ~~(i) The County of Alameda.~~
- 26 ~~(j) The County of San Joaquin.~~
- 27 ~~(k) The Livermore Amador Valley Transit Authority.~~
- 28 ~~(l) The City of Mountain House.~~
- 29 ~~(m) The San Joaquin Regional Rail Commission.~~
- 30 ~~(n) The City of Danville.~~
- 31 ~~(o) The City of San Ramon.~~

32 ~~SEC. 2. If the Commission on State Mandates determines that~~
33 ~~this act contains costs mandated by the state, reimbursement to~~
34 ~~local agencies and school districts for those costs shall be made~~
35 ~~pursuant to Part 7 (commencing with Section 17500) of Division~~
36 ~~4 of Title 2 of the Government Code.~~

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AMENDED IN ASSEMBLY MARCH 24, 2025

CALIFORNIA LEGISLATURE—2025—26 REGULAR SESSION

ASSEMBLY BILL

No. 914

Introduced by Assembly Member Garcia

February 19, 2025

~~An act to amend Section 39601.5 of the Health and Safety Code, relating to air pollution.~~ *An act to amend Sections 39602.5 and 39666 of, to add Sections 39034.5 and 39607.2 to, and to add Article 7 (commencing with Section 39676) to Chapter 3.5 of Part 2 of Division 26 of, the Health and Safety Code, relating to air pollution.*

LEGISLATIVE COUNSEL'S DIGEST

AB 914, as amended, Garcia. ~~State Air Resources Board: regulations.~~ *Air pollution: indirect sources: toxic air contaminants.*

Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution.

This bill would require the state board to adopt and enforce rules and regulations applicable to indirect sources of emissions, as specified. If the state board elects to exercise that authority, the bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air Pollution Control Fund and made available to the state board upon appropriation by the Legislature. The bill would require the state board

to establish a statewide reporting program to quantify emissions and annually collect related information from indirect sources of emissions.

Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Existing law also requires the state board to designate any substance that is listed as a hazardous air pollutant under federal law as a toxic air contaminant and to establish airborne toxic control measures applicable to the substance in accordance with specified procedures.

This bill would authorize the state board to assess and collect reasonable fees on emitters of toxic air contaminants. The bill would require the fees to be deposited in the Certification and Compliance Fund and made available for the regulation of toxic air contaminants upon appropriation by the Legislature.

Existing law makes any violation of a rule or regulation of the state board relating to nonvehicular air pollution control a misdemeanor.

Because a violation of these rules or regulations of the state board with respect to nonvehicular sources subject to those rules and regulations 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.

~~Existing law requires the State Air Resources Board to make available to the public each technical, theoretical, and empirical study, report, or similar document, if any, on which the agency relies, related to, but not limited to, air emissions, public health impacts, and economic impacts, before the comment period for any regulation proposed for adoption by the state board.~~

~~This bill would make a nonsubstantive change to this provision.~~

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

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

- 1 SECTION 1. (a) *The Legislature finds and declares all of the*
- 2 *following:*

1 (1) Decades of policy leadership has improved air quality and
2 public health for tens of millions of Californians, and beyond.

3 (2) California is home to the most difficult remaining air
4 pollution challenges in the United States.

5 (3) The American Lung Association consistently ranks California
6 cities as the most polluted in the nation for ozone and particulate
7 pollution.

8 (4) The transportation sector is the dominant source of
9 ozone-forming emissions and diesel particulate matter in
10 California.

11 (5) Transportation-related air pollution is associated with
12 premature death, death due to cardiovascular disease, death due
13 to lung cancer, onset of asthma in children and adults, and other
14 health emergencies.

15 (6) Millions of Californians face increased risk due to
16 preexisting health conditions exacerbated by exposure to harmful
17 air pollution, including communities of color and lower income
18 communities.

19 (7) Communities nearest major hubs of freight activities,
20 including ports, rail yards, warehouses, and major roadways bear
21 a disproportionate burden of harmful, toxic emissions.

22 (8) Air quality control districts and air quality management
23 districts have authority under Section 40716 of the Health and
24 Safety Code to reduce or mitigate emissions from indirect sources
25 of air pollution.

26 (9) Emissions attributable to indirect sources include criteria
27 pollutants, toxic air contaminants, and greenhouse gases.

28 (10) Indirect sources often attract mobile sources of pollution
29 from across the state and across the state border. These air
30 pollutants do not respect district boundaries.

31 (b) For the reasons stated in subdivision (a), it is the intent of
32 the Legislature that the State Air Resources Board take a more
33 active role in regulating these indirect sources.

34 SEC. 2. Section 39034.5 is added to the Health and Safety
35 Code, to read:

36 39034.5. "Indirect source" has the same meaning as set forth
37 in Section 7410(a)(5)(C) of Title 42 of the United States Code.

38 SEC. 3. Section 39602.5 of the Health and Safety Code is
39 amended to read:

1 39602.5. (a) The state board shall adopt rules and regulations
2 pursuant to Section 43013 that, in conjunction with other measures
3 adopted by the state board, the districts, and the United States
4 Environmental Protection Agency, will achieve ambient air quality
5 standards required by the federal Clean Air Act (42 U.S.C. Sec.
6 7401 et seq.) in all areas of the state by the applicable attainment
7 date, and to maintain these standards thereafter. The state board
8 shall adopt these measures if they are necessary, technologically
9 feasible, and cost effective, consistent with Section 43013.

10 (b) If necessary to carry out its duties under this section, the
11 state board shall adopt and enforce rules and regulations that
12 anticipate the development of new technologies or the improvement
13 of existing technologies. The rules and regulations shall require
14 standards that the state board finds and determines can likely be
15 achieved by the compliance date set forth in the rule.

16 (c) *If necessary to carry out its duties under this section, the*
17 *state board shall adopt and enforce rules and regulations*
18 *applicable to indirect sources of emissions. In doing so, the state*
19 *board shall do all of the following:*

20 (1) *Consult with affected districts to ensure that any state*
21 *regulation supports district emission reduction needs.*

22 (2) *Establish a schedule of fees on facilities and mobile sources*
23 *limited in amount to cover only the reasonable costs of*
24 *implementing and enforcing the regulations. Fees collected*
25 *pursuant to this paragraph shall be deposited in the Air Pollution*
26 *Control Fund and made available to the state board for those*
27 *purposes upon appropriation by the Legislature.*

28 (3) *Eliminate or minimize impacts to disadvantaged,*
29 *low-income, and high-poverty communities.*

30 (4) *Prioritize controls for indirect sources that have the most*
31 *significant impact on air quality in the state or contribute to*
32 *high-level, localized concentrations of pollutants in disadvantaged,*
33 *low-income, and high-poverty communities.*

34 SEC. 4. *Section 39607.2 is added to the Health and Safety*
35 *Code, to read:*

36 39607.2. *The state board shall establish a statewide reporting*
37 *program to quantify emissions and annually collect related*
38 *information from indirect sources of emissions, including data*
39 *from on-road and off-road mobile sources that visit those sources,*
40 *but are not owned or operated by those sources.*

1 SEC. 5. Section 39666 of the Health and Safety Code is
2 amended to read:

3 39666. (a) Following a noticed public hearing, the state board
4 shall adopt airborne toxic control measures to reduce emissions
5 of toxic air contaminants from nonvehicular sources.

6 (b) For toxic air contaminants for which the state board has
7 determined, pursuant to Section 39662, that there is a threshold
8 exposure level below which no significant adverse health effects
9 are anticipated, the airborne toxic control measure shall be
10 designed, in consideration of the factors specified in subdivision
11 (b) of Section 39665, to reduce emissions sufficiently so that the
12 source will not result in, or contribute to, ambient levels at or in
13 excess of the level ~~which~~ *that* may cause or contribute to adverse
14 health effects as that level is estimated pursuant to subdivision (c)
15 of Section 39660.

16 (c) For toxic air contaminants for which the state board has not
17 specified a threshold exposure level pursuant to Section 39662,
18 the airborne toxic control measure shall be designed, in
19 consideration of the factors specified in subdivision (b) of Section
20 39665, to reduce emissions to the lowest level achievable through
21 application of best available control technology or a more effective
22 control method, unless the state board or a district board
23 determines, based on an assessment of risk, that an alternative
24 level of emission reduction is adequate or necessary to prevent an
25 endangerment of public health.

26 (d) Not later than 120 days after the adoption or implementation
27 by the state board of an airborne toxic control measure pursuant
28 to this section or Section 39658, the districts shall implement and
29 enforce the airborne toxic control measure or shall propose
30 regulations enacting airborne toxic control measures on
31 nonvehicular sources within their jurisdiction ~~which~~ *that* meet the
32 requirements of subdivisions (b), (c), and (e), except that a district
33 may, at its option, and after considering the factors specified in
34 subdivision (b) of Section 39665, adopt and enforce equally
35 effective or more stringent airborne toxic control measures than
36 the airborne toxic control measures adopted by the state board. A
37 district shall adopt rules and regulations implementing airborne
38 toxic control measures on nonvehicular sources within its
39 jurisdiction in conformance with subdivisions (b), (c), and (e), not

1 later than six months following the adoption of airborne toxic
2 control measures by the state board.

3 (e) District new source review rules and regulations shall require
4 new or modified sources to control emissions of toxic air
5 contaminants consistent with subdivisions (b), (c), and (d) and
6 Article 2.5 (commencing with Section 39656).

7 (f) Where an airborne toxic control measure requires the use
8 of a specified method or methods to reduce, avoid, or eliminate
9 the emissions of a toxic air contaminant, a source may submit to
10 the district an alternative method or methods that will achieve an
11 equal or greater amount of reduction in emissions of, and risk
12 associated with, that toxic air contaminant. The district shall
13 approve the proposed alternative method or methods if the operator
14 of the source demonstrates that the method is, or the methods are,
15 enforceable, that equal or greater amounts of reduction in emissions
16 and risk will be achieved, and that the reductions will be achieved
17 within the time period required by the applicable airborne toxic
18 control measure. The district shall revoke approval of the
19 alternative method or methods if the source fails to adequately
20 implement the approved alternative method or methods or if
21 subsequent monitoring demonstrates that the alternative method
22 or methods do not reduce emissions and risk as required. The
23 district shall notify the state board of any action it proposes to take
24 pursuant to this subdivision. This subdivision is operative only to
25 the extent it is consistent with the federal act.

26 (g) *For a given toxic air contaminant or airborne toxic control*
27 *measure, the state board shall adopt and enforce rules and*
28 *regulations applicable to indirect sources of emissions. In doing*
29 *so, the state board shall do all of the following:*

30 (1) *Consult with affected districts to ensure that any state*
31 *regulation supports district emission reduction needs.*

32 (2) *Establish a schedule of fees on facilities and mobile sources*
33 *limited in amount to cover only the reasonable costs of*
34 *implementing and enforcing the regulations. Fees collected*
35 *pursuant to this paragraph shall be deposited in the Air Pollution*
36 *Control Fund and made available to the state board for those*
37 *purposes upon appropriation by the Legislature.*

38 (3) *Prioritize controls for indirect sources that have the most*
39 *significant impact on air quality in the state or contribute to*

1 *high-level, localized concentrations of pollutants in disadvantaged,*
2 *low-income, and high-poverty communities.*

3 *SEC. 6. Article 7 (commencing with Section 39676) is added*
4 *to Chapter 3.5 of Part 2 of Division 26 of the Health and Safety*
5 *Code, to read:*

6

7

Article 7. Fees

8

9 *39676. (a) The state board may assess and collect reasonable*
10 *fees on emitters of toxic air contaminants.*

11 *(b) Revenue collected pursuant to this article shall be expended*
12 *to carry out responsibilities authorized by this chapter, including,*
13 *but not limited to, any of the following:*

14 *(1) Developing new, and amending existing, airborne toxic*
15 *control measures.*

16 *(2) Developing new, and amending existing, emission reduction*
17 *measures for on-road and nonroad sources.*

18 *(3) Implementing and enforcing airborne toxic control measures*
19 *and emission reduction measures for on-road and nonroad sources.*

20 *(4) Identifying, quantifying, inventorying, monitoring,*
21 *evaluating, and reducing emissions of toxic pollutants in*
22 *communities across the state, as determined to be necessary by*
23 *the state board.*

24 *(c) Fees collected pursuant to this article shall be limited to an*
25 *amount sufficient to cover the state board's reasonable costs in*
26 *developing and implementing the programs authorized by this*
27 *chapter, including any administrative costs, and may be adjusted*
28 *by the annual change in the California Consumer Price Index, as*
29 *determined pursuant to Section 2212 of the Revenue and Taxation*
30 *Code, for the preceding year.*

31 *(d) Fees collected by the state board pursuant to this section*
32 *shall be deposited in the Certification and Compliance Fund and*
33 *shall be available upon appropriation by the Legislature for*
34 *purposes specified in this chapter.*

35 *SEC. 7. No reimbursement is required by this act pursuant to*
36 *Section 6 of Article XIII B of the California Constitution because*
37 *the only costs that may be incurred by a local agency or school*
38 *district will be incurred because this act creates a new crime or*
39 *infraction, eliminates a crime or infraction, or changes the penalty*
40 *for a crime or infraction, within the meaning of Section 17556 of*

1 *the Government Code, or changes the definition of a crime within*
2 *the meaning of Section 6 of Article XIII B of the California*
3 *Constitution.*

4 SECTION 1. ~~Section 39601.5 of the Health and Safety Code~~
5 ~~is amended to read:~~

6 ~~39601.5. (a) The state board shall make available to the public~~
7 ~~all information described in paragraph (3) of subdivision (b) of~~
8 ~~Section 11346.2 of the Government Code, related to, but not~~
9 ~~limited to, air emissions, public health impacts, and economic~~
10 ~~impacts, before the comment period for any regulation proposed~~
11 ~~for adoption by the state board.~~

12 ~~(b) In meeting the requirement of subdivision (a), the state board~~
13 ~~shall not release proprietary, confidential, or otherwise legally~~
14 ~~protected business information. The state board shall release~~
15 ~~information in aggregated form, where necessary, to protect~~
16 ~~proprietary, confidential, or otherwise legally protected business~~
17 ~~information.~~

O

AMENDED IN SENATE MARCH 26, 2025

SENATE BILL

No. 318

Introduced by Senator Becker

February 11, 2025

~~An act to amend Section 40406 of the Health and Safety Code, relating to air resources.~~ *An act to amend Sections 39602.5, 39620, 39666, 40405, 40406, 40440.11, 40920.8, 42301, and 42322 of, to add Sections 39013.5, 39016.1, 39016.2, 39034.5, 39514.5, 39607.2, 42301.19, and 42301.20 to, and to add Article 7 (commencing with Section 39676) to Chapter 3.5 of Part 2 of Division 26 of, the Health and Safety Code, relating to air pollution.*

LEGISLATIVE COUNSEL'S DIGEST

SB 318, as amended, Becker. ~~Air resources: Lewis-Presley Air Quality Management Act.~~ *Air pollution: stationary sources: best available control technology: indirect sources.*

(1) Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution.

This bill would authorize the state board to adopt and enforce rules and regulations applicable to indirect sources of emissions, as specified. If the state board elects to exercise that authority, the bill would require the state board to establish a schedule of fees on facilities and mobile sources to cover the reasonable costs of implementing and enforcing the regulations and would require the fees to be deposited in the Air

Pollution Control Fund and made available to the state board upon appropriation by the Legislature. The bill would require the state board to establish a statewide reporting program to quantify emissions and annually collect related information from indirect sources of emissions.

(2) Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state and to adopt airborne toxic control measures to reduce emissions of toxic air contaminants. Existing law also requires the state board to designate any substance that is listed as a hazardous air pollutant under federal law as a toxic air contaminant and to establish airborne toxic control measures applicable to the substance in accordance with specified procedures.

This bill would authorize the state board to assess and collect reasonable fees on emitters of toxic air contaminants. The bill would require the fees to be deposited in the Air Pollution Control Fund and made available for the regulation of toxic air contaminants upon appropriation by the Legislature.

(3) Existing law authorizes air districts to establish a permit system to require, with specified exceptions, that a person obtain a permit before constructing or operating any article, machine, equipment, or contrivance that may cause the issuance of air contaminants. Existing law prohibits an air district from issuing a permit to a Title V source, as defined, if the Administrator of the United States Environmental Protection Agency objects to its issuance, as specified.

Existing law requires each district with moderate, serious, or severe air pollution to include certain measures in its plan to attain state ambient air quality standards, including the use of best available control technology for any new or modified stationary source, and the use of best available retrofit control technology for all existing stationary sources, under certain circumstances, as prescribed. Under the federal Clean Air Act, a new or modified major stationary source is required to meet various requirements in order to obtain a permit to operate, including a requirement that the source employs best available control technology on its emission-emitting equipment.

This bill would establish definitions for the terms “best available control technology” and “best available retrofit control technology” for purposes of the laws governing air pollution and would set forth various requirements for the determination of best available control technology.

The bill would require an air district to submit a proposed permit for a Title V source to the executive officer of the state board. The bill would require the executive officer to review the permit and, if the executive officer determines that the permit does not to comply with the federal Clean Air Act or state law governing air pollution, to object to the issuance of that permit. If the executive officer objects to the issuance of a permit, the bill would prohibit the air district from finalizing that permit without revising it to address the objection to the satisfaction of the executive officer. The bill would also authorize any person to petition the executive officer to object to a proposed Title V permit within 30 days of the executive officer's receipt of the proposed permit, as specified.

The bill would require an applicant for a renewal of a Title V permit to submit a technical feasibility analysis to the air district as part of its application for the renewal of that permit if the facility's current effective operating permit includes equipment or control apparatus that meets certain criteria. The bill would require an air district to require best available retrofit control technology to be applied at each piece of equipment or source category identified in the technical feasibility analysis and to impose measures more stringent than those proposed by the applicant, as specified.

(4) Existing law requires the state board to implement a program to assist air districts to improve efficiencies in the issuance of permits and requires that program to include a process to precertify simple, commonly used equipment and processes as being in compliance with air quality rules and regulations, to expedite permitting of air pollution sources. Existing law requires the California Environmental Protection Agency to evaluate the feasibility of expanding the precertification program to involve other state and local regulatory agencies with jurisdiction over other environmental media.

This bill would revise the precertification program including by requiring the state board to update criteria and guidelines for precertification at least once every 8 years. The bill would authorize the precertification program to include the identification of equipment, controls, fuels, and processes, as specified. As part of the precertification program, the bill would authorize the state board to prescribe rules to establish a voluntary program for the temporary assignment or loan of employees within an agency, or between agencies or jurisdictions, including air districts, on a limited-term basis, to enable the state to obtain expertise needed to meet a compelling program need.

The bill would authorize the California Environmental Protection Agency to expand the precertification program to involve other state and local regulatory agencies with jurisdiction over other environmental media.

(5) Existing law requires every air district, except as provided, to establish a program to provide for the expedited review of permits. Existing law requires that expedited permit system to include, among other things, a precertification program for equipment that is mass-produced and operated by numerous sources under the same or similar conditions and a training and certification program for private sector personnel, as specified.

This bill would eliminate the requirement that the expedited permit system include a precertification program established by the applicable air district. The bill would instead require the expedited permit system to include an expedited permit review pathway for permit applications that propose to use equipment and processes identified through the state board's precertification program described above, as specified. The bill would also eliminate the requirement that the expedited permit system include a training and certification program and would instead require the publication of online training resources for private sector personnel that explain expedited permitting pathways.

(6) Existing law requires the state board to establish and maintain a statewide clearinghouse that identifies the best available control technology and best available retrofit control technology for criteria air pollutants, and related technologies for the control of toxic air contaminants. When updating best available control technology determinations, existing law requires a district to use the information in the statewide clearinghouse.

This bill would require the state board to periodically issue determinations to suggest best available control technology, and best available retrofit control technology, for any class or category of sources and to establish best available control technology for the control of toxic air contaminants for any class or category of sources. The bill would authorize members of the public to petition the state board to issue a determination.

(7) Existing law authorizes the state board to appoint employees and prescribe their duties.

This bill would authorize the state board and any district to temporarily loan and assign staff members to each other, via a memorandum of agreement, for any lawful purpose.

(8) Existing law generally makes any violation of a rule or regulation of the state board or an air district relating to nonvehicular air pollution control a misdemeanor.

To the extent that the bill would expand the definition of a crime, this bill would impose a state-mandated local program.

(9) By expanding the duties of air districts, the bill would impose a state-mandated local program.

(10) 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 specified reasons.

Existing law, the Lewis-Presley Air Quality Management Act, regulates air quality in the South Coast Air Basin. Existing law requires the south coast district board to adopt rules and regulations that require the use of best available retrofit control technology for existing sources of air pollution. Existing law defines the term “best available retrofit control technology” for purposes of the act.

This bill would make a nonsubstantive change to the definition.

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

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

1 SECTION 1. Section 39013.5 is added to the Health and Safety
2 Code, to read:

3 39013.5. “Alternative technology” means a process that does
4 not produce air pollutant emissions, or that produces emissions
5 below permitting thresholds, including, but not limited to,
6 zero-emissions technology, at a source being permitted. Upstream
7 emissions from power sector generation shall not be construed as
8 excluding any technology from this definition.

9 SEC. 2. Section 39016.1 is added to the Health and Safety
10 Code, to read:

11 39016.1. “Best available control technology” has the same
12 meaning as defined in Section 40405.

13 SEC. 3. Section 39016.2 is added to the Health and Safety
14 Code, to read:

1 39016.2. “Best available retrofit control technology” has the
2 same meaning as defined in Section 40406.

3 SEC. 4. Section 39034.5 is added to the Health and Safety
4 Code, to read:

5 39034.5. “Indirect source” has the same meaning as set forth
6 in Section 7410(a)(5)(C) of Title 42 of the United States Code.

7 SEC. 5. Section 39514.5 is added to the Health and Safety
8 Code, to read:

9 39514.5. The state board and any district may temporarily
10 loan or assign staff members to each other, via a memorandum of
11 agreement, for any lawful purpose, including to support the
12 development of pollution control plans, the issuance and review
13 of air pollution permits, and the development or implementation
14 of determinations pursuant to Section 40920.8.

15 SEC. 6. Section 39602.5 of the Health and Safety Code is
16 amended to read:

17 39602.5. (a) The state board shall adopt rules and regulations
18 pursuant to Section 43013 that, in conjunction with other measures
19 adopted by the state board, the districts, and the United States
20 Environmental Protection Agency, will achieve ambient air quality
21 standards required by the federal Clean Air Act (42 U.S.C. Sec.
22 7401 et seq.) in all areas of the state by the applicable attainment
23 date, and to maintain these standards thereafter. The state board
24 shall adopt these measures if they are necessary, technologically
25 feasible, and cost effective, consistent with Section 43013.

26 (b) If necessary to carry out its duties under this section, the
27 state board shall adopt and enforce rules and regulations that
28 anticipate the development of new technologies or the improvement
29 of existing technologies. The rules and regulations shall require
30 standards that the state board finds and determines can likely be
31 achieved by the compliance date set forth in the rule.

32 (c) If necessary to carry out its duties under this section, the
33 state board may adopt and enforce rules and regulations applicable
34 to indirect sources of emissions to facilitate mobile source emission
35 reduction. This subdivision does not affect the authority of a district
36 to establish rules for, require permits of, or establish fees on
37 indirect sources of emissions. In adopting these rules and
38 regulations, the state board shall do all of the following

39 (1) Consult with affected districts to ensure that any state
40 regulation supports district emission reduction needs.

1 (2) Establish a schedule of fees on facilities and mobile sources
2 limited in amount to cover only the reasonable costs of
3 implementing and enforcing the regulations on those facilities and
4 mobile sources. Fees collected pursuant to this paragraph shall
5 be deposited in the Air Pollution Control Fund and made available
6 to the state board for those purposes upon appropriation by the
7 Legislature.

8 (3) Eliminate or minimize impacts to disadvantaged,
9 low-income, and high-poverty communities.

10 SEC. 7. Section 39607.2 is added to the Health and Safety
11 Code, to read:

12 39607.2. The state board shall establish a statewide reporting
13 program to quantify emissions and annually collect related
14 information from indirect sources of emissions, including data
15 from on-road and off-road mobile sources that visit those sources,
16 but are not owned or operated by those sources.

17 SEC. 8. Section 39620 of the Health and Safety Code is
18 amended to read:

19 39620. (a) The state board shall implement a program to assist
20 districts to improve efficiencies in the issuance of permits pursuant
21 to this division. The program shall be consistent with the
22 requirements of Title V.

23 (b) (1) The program shall include a process, developed in
24 coordination with the districts, for the state board to precertify
25 ~~simple, commonly~~ used equipment and processes as being in
26 compliance with applicable air quality rules and regulations, under
27 conditions specified by the state board. The state board shall
28 ~~develop~~ develop, and update at least once every eight years, criteria
29 and guidelines for precertification in coordination with the districts.
30 The precertification program may include the identification of
31 equipment, controls, fuels, and processes that can achieve all of
32 the following:

33 (A) Emissions limits lower than best available control
34 technology limits.

35 (B) Emissions limits lower than best available control
36 technology limits for toxic air contaminants.

37 (C) Reductions in greenhouse gas emissions, or removals of
38 greenhouse gases from the atmosphere, in alignment with climate
39 goals and targets established pursuant to the California Global

1 *Warming Solutions Act of 2006 (Division 25.5 (commencing with*
 2 *Section 38500)).*

3 (2) (A) The state board shall charge a reasonable fee for
 4 precertification, not to exceed the state board's estimated costs.
 5 Payment of the fee shall be a condition of precertification.

6 (B) *As part of the precertification program, the state board may*
 7 *prescribe rules to establish a voluntary program for the temporary*
 8 *assignment or loan of employees within an agency, or between*
 9 *agencies or jurisdictions, including districts, on a limited-term*
 10 *basis, to enable the state to obtain expertise needed to meet a*
 11 *compelling program need. The rules shall outline terms and*
 12 *conditions of this program, including procedures governing the*
 13 *award of precertification fees, subject to appropriation by the*
 14 *Legislature, to agencies or jurisdictions participating in this*
 15 *program, to help offset the cost of the program.*

16 (3) Precertification shall not affect any existing authority of a
 17 district regarding permitting and compliance requirements.
 18 Precertification shall constitute a preliminary evaluation of the
 19 equipment or process, and a recommendation by the state board
 20 for permit conditions to be adopted by a district having jurisdiction
 21 over particular equipment or a particular process, that would allow
 22 district permitting staff to more quickly process permit applications
 23 for air pollution sources.

24 (4) *The state board shall periodically release public notices or*
 25 *requests for information to facilitate efforts to collect information*
 26 *on areas of interest relating to the precertification program.*

27 (4)

28 (5) The California Environmental Protection Agency, within
 29 existing resources, and in consultation with appropriate state and
 30 local regulatory agencies, ~~shall evaluate the feasibility and benefits~~
 31 ~~of expanding~~ *may expand* the precertification program to involve
 32 other state and local regulatory agencies with jurisdiction over
 33 other environmental media, including land and water.

34 *SEC. 9. Section 39666 of the Health and Safety Code is*
 35 *amended to read:*

36 39666. (a) Following a noticed public hearing, the state board
 37 shall adopt airborne toxic control measures to reduce emissions
 38 of toxic air contaminants from nonvehicular sources.

39 (b) For toxic air contaminants for which the state board has
 40 determined, pursuant to Section 39662, that there is a threshold

1 exposure level below which no significant adverse health effects
2 are anticipated, the airborne toxic control measure shall be
3 designed, in consideration of the factors specified in subdivision
4 (b) of Section 39665, to reduce emissions sufficiently *through the*
5 *application of best available control technology* so that the source
6 will not result in, or contribute to, ambient levels at or in excess
7 of the level ~~which~~ *that* may cause or contribute to adverse health
8 effects as that level is estimated pursuant to subdivision (c) of
9 Section 39660.

10 (c) For toxic air contaminants for which the state board has not
11 specified a threshold exposure level pursuant to Section 39662,
12 the airborne toxic control measure shall be designed, in
13 consideration of the factors specified in subdivision (b) of Section
14 39665, to reduce emissions to the lowest level achievable through
15 application of best available control technology or a more effective
16 control method, unless the state board or a district board
17 determines, based on an assessment of risk, that an alternative
18 level of emission reduction is adequate or necessary to prevent an
19 endangerment of public health.

20 (d) Not later than 120 days after the adoption or implementation
21 by the state board of an airborne toxic control measure pursuant
22 to this section or Section 39658, the districts shall implement and
23 enforce the airborne toxic control measure or shall propose
24 regulations enacting airborne toxic control measures on
25 nonvehicular sources within their jurisdiction ~~which~~ *that* meet the
26 requirements of subdivisions (b), (c), and (e), except that a district
27 may, at its option, and after considering the factors specified in
28 subdivision (b) of Section 39665, adopt and enforce equally
29 effective or more stringent airborne toxic control measures than
30 the airborne toxic control measures adopted by the state board. A
31 district shall adopt rules and regulations implementing airborne
32 toxic control measures on nonvehicular sources within its
33 jurisdiction in conformance with subdivisions (b), (c), and (e), not
34 later than six months following the adoption of airborne toxic
35 control measures by the state board.

36 (e) District new source review rules and regulations shall require
37 new or modified sources to control emissions of toxic air
38 contaminants consistent with subdivisions (b), (c), and (d) and
39 Article 2.5 (commencing with Section 39656).

1 (f) Where an airborne toxic control measure requires the use
2 of a specified method or methods to reduce, avoid, or eliminate
3 the emissions of a toxic air contaminant, a source may submit to
4 the district an alternative method or methods that will achieve an
5 equal or greater amount of reduction in emissions of, and risk
6 associated with, that toxic air contaminant. The district shall
7 approve the proposed alternative method or methods if the operator
8 of the source demonstrates that the method is, or the methods are,
9 enforceable, that equal or greater amounts of reduction in emissions
10 and risk will be achieved, and that the reductions will be achieved
11 within the time period required by the applicable airborne toxic
12 control measure. The district shall revoke approval of the
13 alternative method or methods if the source fails to adequately
14 implement the approved alternative method or methods or if
15 subsequent monitoring demonstrates that the alternative method
16 or methods do not reduce emissions and risk as required. The
17 district shall notify the state board of any action it proposes to take
18 pursuant to this subdivision. This subdivision is operative only to
19 the extent it is consistent with the federal act.

20 (g) *For a given toxic air contaminant or airborne toxic control*
21 *measure, the state board may adopt and enforce rules and*
22 *regulations applicable to indirect sources of emissions to facilitate*
23 *stationary and mobile source emission reductions. This subdivision*
24 *does not affect the authority of a district to establish rules for,*
25 *require permits of, or establish fees on indirect sources of*
26 *emissions. In adopting these rules and regulations, the state board*
27 *shall do all of the following:*

28 (1) *Consult with affected districts to ensure that any state*
29 *regulation supports district emission reduction needs.*

30 (2) *Establish a schedule of fees on facilities and mobile sources*
31 *limited in amount to cover only the reasonable costs of*
32 *implementing and enforcing the regulations on those facilities and*
33 *mobile sources. Fees collected pursuant to this paragraph shall*
34 *be deposited in the Air Pollution Control Fund and made available*
35 *to the state board for those purposes upon appropriation by the*
36 *Legislature.*

37 (3) *Eliminate or minimize impacts to disadvantaged,*
38 *low-income, and high-poverty communities.*

1 SEC. 10. Article 7 (commencing with Section 39676) is added
2 to Chapter 3.5 of Part 2 of Division 26 of the Health and Safety
3 Code, to read:

4
5
6

Article 7. Fees

7 39676. (a) The state board may assess and collect reasonable
8 fees not to exceed the costs of implementing this chapter on emitters
9 of toxic air contaminants.

10 (b) (1) Funds collected pursuant to this section shall be
11 expended to carry out responsibilities authorized by this chapter,
12 including, but not limited to, any of the following:

13 (A) Developing new, and amending existing, airborne toxic
14 control measures.

15 (B) Implementing and enforcing airborne toxic control
16 measures.

17 (C) Identifying, quantifying, inventorying, monitoring,
18 evaluating, and reducing emissions of toxic pollutants in
19 communities across the state, as determined to be necessary by
20 the state board.

21 (2) In expending funds pursuant to paragraph (1), the state
22 board shall prioritize emission reductions of toxic air contaminants
23 in disadvantaged communities identified pursuant to Section 39711.

24 (c) Any fees imposed pursuant to this section shall be in an
25 amount sufficient to cover the state board's reasonable costs in
26 developing and implementing the programs authorized by this
27 chapter, including any administrative costs, and may be adjusted
28 by the annual change in the California Consumer Price Index, as
29 determined pursuant to Section 2212 of the Revenue and Taxation
30 Code, for the preceding year.

31 (d) Fees collected by the state board pursuant to this section
32 shall be deposited in the Air Pollution Control Fund and shall be
33 available upon appropriation by the Legislature for purposes of
34 carrying out this chapter.

35 SEC. 11. Section 40405 of the Health and Safety Code is
36 amended to read:

37 40405. (a) As used in this chapter, "best available control
38 technology" means an emission limitation that will achieve the
39 lowest achievable emission rate for the source to which it is
40 applied. ~~Subject to subdivision (b), "Best available control~~

1 *technology*” includes the consideration of measures applied to
 2 *sources in similar categories, the use of alternative technologies,*
 3 *modification of the process or process equipment, fuel selection,*
 4 *and other pollution prevention measures. An emissions limitation*
 5 *may include a requirement that a source use a different type of*
 6 *fuel, including a requirement to use electric power, to power a*
 7 *process or source, and an emission limitation shall not be declined*
 8 *to be set on the ground that the limitation would require a source*
 9 *to be powered by a different fuel.*

10 (b) *“Achieved in practice,” as used in this section, means*
 11 *emissions limits achieved by any combination of technologies,*
 12 *fuels, and processes that have operated at one or more facilities*
 13 *for a minimum of six months and that have been demonstrated as*
 14 *effective and reliable on a full-scale unit for a specific class and*
 15 *category of source. This combination includes technologies*
 16 *employed outside of the United States.*

17 (c) (1) Subject to paragraph (2), “lowest achievable emission
 18 rate,” as used in this section, means the more stringent of the
 19 following:

20 (1)

21 (A) The most stringent emission limitation that is contained in
 22 ~~the any~~ state implementation plan for the particular class or
 23 category of ~~source,~~ source, or in any permit for a source in the
 24 same class or category of sources, unless the owner or operator
 25 of the source demonstrates that the limitation is not achievable.

26 (2)

27 (B) The most stringent emission limitation that is achieved in
 28 practice by that class or category of ~~source.~~ source or at any similar
 29 source through technology transfer.

30 (b)

31 (2) “Lowest achievable emission rate” shall not be construed
 32 to authorize the permitting of a proposed new source or a modified
 33 source that will emit any pollutant in excess of the amount
 34 allowable under the applicable new source standards of
 35 performance.

36 (d) *“Technology transfer,” as used in this section, means the*
 37 *consideration of technologies, fuels, and processes that are*
 38 *achieved in practice for a similar class or category of source. This*
 39 *consideration may include, but is not limited to, sources that have*

1 *similar exhaust stream characteristics or that are designed to*
2 *produce similar products or outputs.*

3 *SEC. 12. Section 40406 of the Health and Safety Code is*
4 *amended to read:*

5 40406. As used in this chapter, “best available retrofit control
6 technology” means an emission limitation that is based on the
7 maximum degree of reduction achievable, *which includes the*
8 *consideration of fuels, process changes, or alternative technologies,*
9 taking into account environmental, energy, and economic impacts
10 by each class or category of source.

11 *SEC. 13. Section 40440.11 of the Health and Safety Code is*
12 *amended to read:*

13 ~~40440.11. (a) In establishing the best available control~~
14 ~~technology that is more stringent than the lowest achievable~~
15 ~~emission rate pursuant to federal law for a proposed new or~~
16 ~~modified source, the south coast district shall consider only control~~
17 ~~options or emission limits to be applied to the basic production or~~
18 ~~process equipment existing in that source category or a similar~~
19 ~~source category.~~

20 (b)

21 40440.11. (a) In establishing the best available control
22 technology for a source category or determining the best available
23 control technology for a particular new or modified source, when
24 a particular control alternative for one pollutant will increase
25 emissions of one or more other pollutants, the south coast district’s
26 cost-effectiveness calculation for that particular control alternative
27 shall include the cost of eliminating or reducing the increases in
28 emissions of the other pollutants as required by the south coast
29 district.

30 (c)

31 (b) Prior to revising the best available control technology
32 guideline for a source category to establish an emission limit that
33 is more stringent than the existing best available control technology
34 guideline for that source category, the south coast district shall do
35 all of the following:

36 (1) Identify one or more potential control alternatives that may
37 constitute the best available control technology, as defined in
38 Section 40405.

39 (2) Determine that the proposed emission limitation has been
40 met by production equipment, control equipment, or a process that

1 is commercially available for sale, and has achieved the best
2 available control technology in practice on a comparable
3 commercial operation for at least one year, or a period longer than
4 one year if a longer period is reasonably necessary to demonstrate
5 the operating and maintenance reliability, and costs, for an
6 operating cycle of the production or control equipment or process.

7 (3) Review the information developed to assess the
8 cost-effectiveness of each potential control alternative. For
9 purposes of this paragraph, “cost-effectiveness” means the annual
10 cost, in dollars, of the control alternative, divided by the annual
11 emission reduction potential, in tons, of the control alternative.

12 (4) Calculate the incremental cost-effectiveness for each
13 potential control option. To determine the incremental
14 cost-effectiveness under this paragraph, the district shall calculate
15 the difference in the annual dollar costs, divided by the difference
16 in the annual emission reduction between each progressively more
17 stringent control alternative, as compared either to the next less
18 expensive control alternative, or to the current best available control
19 technology, whichever is applicable.

20 (5) Place the best available control technology revision for a
21 source category proposed under this subdivision on the calendar
22 of a regular meeting agenda of the south coast district board, for
23 its acceptance or further action, as the board determines.

24 (d)

25 (c) If the proposed control option is more stringent than the
26 lowest achievable emission rate for a source category pursuant to
27 federal law, the south coast district shall not establish an emission
28 limit for best available control technology that is conditioned on
29 the use of a particular control option unless the incremental
30 cost-effectiveness value of that option is less than the district’s
31 established incremental cost-effectiveness value for each pollutant.
32 Notwithstanding any other ~~provision of law~~, the south coast district
33 shall have the discretion to revise incremental cost-effectiveness
34 value for each pollutant, provided it holds a public hearing pursuant
35 to Section 40440.10 ~~prior to~~ *before* revising the value.

36 (e)

37 (d) After the south coast district determines what is the best
38 available control technology for a source, it shall not change that
39 determination for that application for a period of at least one year
40 from the date that an application for authority to construct was

1 determined to be complete by the district. For major capital projects
2 in excess of ten million dollars (\$10,000,000), after the applicant
3 has met and conferred with the south coast district in a
4 preapplication meeting, the south coast district executive officer
5 may approve existing best available control technology for the
6 project, for a longer time period as long as the final design is
7 consistent with the initial, preliminary project design presented in
8 the preapplication meeting.

9 *SEC. 14. Section 40920.8 of the Health and Safety Code is*
10 *amended to read:*

11 40920.8. (a) (1) The state board shall establish and maintain
12 a statewide clearinghouse that identifies the best available control
13 technology and best available retrofit control technology for criteria
14 air pollutants, and related technologies for the control of toxic air
15 contaminants. *The statewide clearinghouse shall also identify*
16 *relevant CDR technologies, as defined in Section 39741, to provide*
17 *the public with centralized information on emissions control*
18 *technology options.*

19 (2) *To assist in controlling air pollution from stationary sources,*
20 *the state board shall, using the information collected and evaluated*
21 *pursuant to Section 39620, periodically issue determinations to*
22 *do any of the following:*

23 (A) *Suggest best available control technology for any class or*
24 *category of sources.*

25 (B) *Suggest best available retrofit control technology for any*
26 *class or category of sources.*

27 (C) *Establish best available control technology for the control*
28 *of toxic air contaminants pursuant to Chapter 3.5 (commencing*
29 *with Section 39650) of Part 2 for any class or category of sources.*

30 (3) *To ensure the statewide clearinghouse contains*
31 *comprehensive information on technology options, the state board*
32 *shall, using the information collected and evaluated pursuant to*
33 *Section 39620, publish information on both of the following:*

34 (A) *Next generation technologies that are capable of achieving*
35 *criteria air pollutant or toxic air contaminant emission reductions*
36 *lower than existing standards for a given source type.*

37 (B) *Carbon management technologies that are capable of*
38 *reducing greenhouse gases or removing greenhouse gases from*
39 *the atmosphere.*

1 (b) In issuing determinations pursuant to paragraph (2) of
 2 subdivision (a), the state board shall prioritize classes or categories
 3 of sources that it deems to contribute to local air pollution
 4 exposure, including sources within or impacting disadvantaged
 5 communities identified pursuant to Section 39711. This includes
 6 the prioritization of sources of concern identified through air
 7 monitoring efforts. The state board may also prioritize the issuance
 8 of determinations to address sources that emit nonattainment
 9 pollutants, as defined in Section 39607.1, to strengthen state
 10 implementation plans pursuant to Section 39602.5.

11 (c) The state board shall provide the public an opportunity to
 12 comment before a determination issued pursuant to paragraph (2)
 13 of subdivision (a) is finalized. A determination issued pursuant to
 14 this section is not a regulation for purposes of Chapter 3.5
 15 (commencing with Section 11340) of Part 1 of Division 3 of Title
 16 2 of the Government Code.

17 (d) (1) Members of the public may petition the state board to
 18 issue a determination pursuant to paragraph (2) of subdivision
 19 (a).

20 (2) The state board shall respond to a petition received pursuant
 21 to paragraph (1) within 60 calendar days.

22 (e) The state board shall provide annual updates at a public
 23 hearing to summarize the publications made in the statewide
 24 clearinghouse, the number of petitions received, and the response
 25 to any petitions.

26 ~~(b)~~

27 (f) When ~~updating best available control technology~~
 28 ~~determinations~~, issuing air pollution control permits for all
 29 categories and classes of sources to which best available control
 30 technology determinations apply, a district shall use the information
 31 in the statewide clearinghouse established and maintained by the
 32 state board.

33 SEC. 15. Section 42301 of the Health and Safety Code is
 34 amended to read:

35 42301. A permit system established pursuant to Section 42300
 36 shall do all of the following:

37 (a) Ensure that the article, machine, equipment, or contrivance
 38 for which the permit was issued does not prevent or interfere with
 39 the attainment or maintenance of any applicable air quality
 40 standard.

1 (b) Prohibit the issuance of a permit unless the air pollution
2 control officer is satisfied, on the basis of criteria adopted by the
3 district board, that the article, machine, equipment, or contrivance
4 will comply with all of the following:

5 (1) All applicable orders, rules, and regulations of the district
6 and of the state board.

7 (2) All applicable provisions of this division.

8 (c) Prohibit the issuance of a permit to a Title V source if the
9 Administrator of the *United States* Environmental Protection
10 Agency objects to its issuance in a timely manner as provided in
11 Title V or the executive officer objects to its issuance in a timely
12 manner pursuant to Section 42301.19. This subdivision is not
13 intended to provide any authority to the *United States*
14 Environmental Protection Agency to object to the issuance of a
15 permit other than that authority expressly granted by Title V.

16 (d) Provide that the air pollution control officer may issue to a
17 Title V source a permit to operate or use if the owner or operator
18 of the Title V source presents a variance exempting the owner or
19 operator from Section 41701, any rule or regulation of the district,
20 or any permit condition imposed pursuant to this section, or
21 presents an abatement order that has the effect of a variance and
22 that meets all of the requirements of this part pertaining to
23 variances, and the requirements for the issuance of permits to
24 operate are otherwise satisfied. The issuance of any variance or
25 abatement order is a matter of state law and procedure only and
26 does not amend a Title V permit in any way. Those terms and
27 conditions of any variance or abatement order that prescribe a
28 compliance schedule may be incorporated into the permit consistent
29 with Title V and this division.

30 (e) Require, upon annual renewal, that each permit be reviewed
31 to determine that the permit conditions are adequate to ensure
32 compliance with, and the enforceability of, district rules and
33 regulations applicable to the article, machine, equipment, or
34 contrivance for which the permit was issued ~~which~~ that were in
35 effect at the time the permit was issued or modified, or ~~which~~ that
36 have subsequently been adopted and made retroactively applicable
37 to an existing article, machine, equipment, or contrivance, by the
38 district board and, if the permit conditions are not consistent,
39 require that the permit be revised to specify the permit conditions
40 in accordance with all applicable rules and regulations.

1 (f) Provide for the reissuance or transfer of a permit to a new
2 owner or operator of an article, machine, equipment, or contrivance.
3 An application for transfer of ownership only, or change in operator
4 only, of any article, machine, equipment, or contrivance ~~which~~
5 *that* had a valid permit to operate within the two-year period
6 immediately preceding the application is a temporary permit to
7 operate. Issuance of the final permit to operate shall be conditional
8 upon a determination by the district that the criteria specified in
9 subdivisions (b) and (e) are met, if the permit was not surrendered
10 as a condition to receiving emission reduction credits pursuant to
11 banking or permitting rules of the district. However, under no
12 circumstances shall the criteria specify that a change of ownership
13 or operator alone is a basis for requiring more stringent emission
14 controls or operating conditions than would otherwise apply to the
15 article, machine, equipment, or contrivance.

16 *SEC. 16. Section 42301.19 is added to the Health and Safety*
17 *Code, to read:*

18 *42301.19. (a) A district shall electronically transmit each*
19 *proposed and final Title V permit to the executive officer of the*
20 *state board at the same time that the district transmits those permits*
21 *to the United States Environmental Protection Agency pursuant*
22 *to Section 70.8 of Title 40 of the Code of Federal Regulations with*
23 *all the same information that is transmitted to the United States*
24 *Environmental Protection Agency. The district shall post each*
25 *proposed permit publicly on its internet website at the time of*
26 *transmission.*

27 *(b) (1) Within 45 days of receipt of a proposed Title V permit,*
28 *the executive officer of the state board shall review the permit and,*
29 *if the executive officer determines that the permit does not comply*
30 *with any relevant provision of the federal Clean Air Act (42 U.S.C.*
31 *Sec. 7401 et seq.) or this division, shall object to that permit. If*
32 *the executive officer objects to the issuance of the permit, the*
33 *executive officer shall prepare a full statement of their reasons for*
34 *objecting to that permit.*

35 *(2) If the executive officer objects to the issuance of a Title V*
36 *permit pursuant to paragraph (1), the district shall not finalize*
37 *that permit without revising it to address the objection to the*
38 *satisfaction of the executive officer. In cases where the objection*
39 *cannot be reasonably addressed, the district shall deny the permit*
40 *application subject to Sections 42302 and 42309.*

1 (c) (1) Any person may petition the executive officer of the state
2 board to object to a proposed Title V permit within 30 days of the
3 executive officer's receipt of the proposed permit. A petition
4 submitted pursuant to this subdivision shall explain its basis in
5 facts and law for the requested objection and demonstrate that its
6 bases were raised before the district, or provide good cause for a
7 failure to raise those bases.

8 (2) The executive officer shall consider a petition submitted
9 pursuant to paragraph (1) if it meets all of the following criteria:

10 (A) The issuance of the permit will result in a net increase of
11 local air pollutants, including directly emitted airborne fine
12 particles smaller than 2.5 microns in diameter or toxic air
13 contaminants,

14 (B) Net emissions increases will occur within a disadvantaged
15 community identified pursuant to Section 39711.

16 (C) The emissions increases will not be offset onsite or within
17 the community.

18 (3) For permit modifications, the executive officer shall consider
19 a petition submitted pursuant to paragraph (1) if the petition
20 demonstrates that regression has occurred pursuant to Sections
21 42500 to 42507, inclusive, including proposals to increase existing
22 permit limits due to changes in fuel, processes, or equipment.

23 (4) The state board shall provide annual updates at a public
24 hearing to summarize the number of petitions received pursuant
25 to this section and the status of each petition.

26 SEC. 17. Section 42301.20 is added to the Health and Safety
27 Code, to read:

28 42301.20. (a) (1) Except as provided in paragraph (2), an
29 applicant for a renewal of a Title V permit issued pursuant to this
30 chapter for a facility shall submit a technical feasibility analysis
31 as part of its application for the renewal of that permit in
32 accordance with subdivisions (b) and (c) if the facility's current
33 effective operating permit includes any equipment or control
34 apparatus that meets both of the following:

35 (A) Any equipment or control apparatus required by the permit
36 subject to renewal was installed at least 20 years before the
37 expiration date of its current effective operating permit.

38 (B) Any equipment or control apparatus required by the permit
39 subject to renewal was not reviewed under this section in the 15
40 years before the expiration date of the permit.

1 (2) *In cases where any equipment or control apparatus that was*
2 *electively installed and permitted at emissions limits lower than*
3 *best available control technology or best available control*
4 *technology for toxic air contaminants limits that applied at the*
5 *time the final permit to operate was issued, the equipment or*
6 *control apparatus may be granted, in writing, an additional five*
7 *years of operation before triggering the requirements of this*
8 *section.*

9 (b) *The applicant shall list each piece of equipment and source*
10 *operation that meets the criteria of subdivision (a), according to*
11 *the potential of each piece of equipment and source operation, in*
12 *descending order, to emit each applicable pollutant. For each*
13 *listed piece of equipment and source operation, the applicant shall*
14 *identify whether it is subject to any determinations made by the*
15 *state board pursuant to Section 40920.8.*

16 (c) *For each piece of equipment and source operation listed*
17 *under subdivision (b), the applicant shall provide a technical*
18 *feasibility analysis addressing whether further reductions of air*
19 *pollution from that equipment or source are feasible. The technical*
20 *feasibility analysis shall include the following, and use the*
21 *top-down approach, as provided below:*

22 (1) *A list of air pollution control technologies or pollution*
23 *prevention options that may be applied to each equipment or*
24 *control apparatus to reduce air pollution emissions, which shall:*

25 (A) *Include control applied to similar types of sources,*
26 *alternative technologies, modification of the process or process*
27 *equipment, other pollution prevention measures, and combination*
28 *of these measures, including any measures identified in*
29 *determinations made by the state board, or next generation*
30 *technologies identified in the statewide clearinghouse, pursuant*
31 *to Section 40920.8.*

32 (B) *List each measure in descending order of air pollution*
33 *control effectiveness.*

34 (2) *A proposal to reduce emissions of each pollutant by applying*
35 *the first listed or “top” measure in its list prepared pursuant to*
36 *paragraph (1) for each equipment and control apparatus, unless*
37 *the applicant demonstrates any of the following:*

38 (A) *The top measure is technically infeasible, based on physical,*
39 *chemical, or engineering principles, or technical difficulties that*
40 *would prevent the successful application of the measure, or both.*

1 (B) *The top measure would be unreasonable when comparing*
2 *its air contaminant emission reduction benefits with its adverse*
3 *environmental effects, such as effects on water or land, or toxic*
4 *air contaminant emissions.*

5 (C) *The total and incremental costs of the top measure are*
6 *greater than the total and incremental costs of the other proposed*
7 *measures, which costs shall be calculated using the techniques in*
8 *the latest edition of the United States Environmental Protection*
9 *Agency’s Air Pollution Control Cost Manual and that the extra*
10 *costs, compared with the air contaminant emission reduction*
11 *benefits resulting from the top measure, would make use of the top*
12 *measure unreasonable.*

13 (D) *The top measure uses fuels that are not reliably available,*
14 *or that the energy consumed by the top measure is greater than*
15 *any proposed measure, and the extra energy used, when compared*
16 *with the air contaminant emission reduction benefits resulting*
17 *from the top measure, would make use of the top measure*
18 *unreasonable.*

19 (3) *If the top measure is eliminated from consideration, the*
20 *applicant shall evaluate each successive measure on the list, using*
21 *the procedure described in paragraph (2), until the applicant*
22 *reaches its proposed measure.*

23 (d) *The district shall require best available retrofit control*
24 *technology to be applied at each piece of equipment or source*
25 *category identified in the technical feasibility analysis and shall*
26 *apply its expert judgment to each measure proposed by the*
27 *applicant. The district may impose measures more stringent than*
28 *proposed by the applicant if justified on the record.*

29 (e) *Measures imposed under this section are to be identified as*
30 *nonfederally enforceable measures pursuant to Section 42301.12.*

31 SEC. 18. *Section 42322 of the Health and Safety Code is*
32 *amended to read:*

33 42322. (a) *Every district shall establish, and update at least*
34 *once every eight years, by regulation, a program to provide for the*
35 *expedited review of permits issued pursuant to Article 1*
36 *(commencing with Section 42300) in order to reduce unnecessary*
37 *delay in the issuance of those permits and to protect the public*
38 *health and the environment. The expedited permit system shall*
39 *include all of the following:*

1 (1) ~~A~~ *An expedited permit review pathway for permit*
2 *applications that propose to use equipment and processes identified*
3 *through the state board's precertification program for equipment*
4 ~~which is mass-produced and operated by numerous sources under~~
5 ~~the same or similar conditions; adopted pursuant to Section 39620~~
6 *in order to allow permit applicants who purchase that propose to*
7 *use identified equipment or processes to receive permits in an*
8 *expedited fashion.*

9 (2) A consolidated permitting process for any source that
10 requires more than one permit, which provides that the source will
11 be permitted on a facility or project basis, provides a single point
12 of contact for the permit applicant, and allows a source to be
13 reviewed and permitted on a single, consolidated schedule.

14 (3) An expedited permit review schedule, based upon the types
15 and amount of pollution emitted from sources. In order to comply
16 with this subdivision, a district shall classify sources within its
17 jurisdiction as minor, moderate, and major sources of air pollution,
18 and shall establish a permit action schedule that sets forth specific
19 deadlines, based on each classification, for an air pollution control
20 officer to notify a permit applicant in writing of the approval or
21 disapproval of a permit application.

22 (4) ~~A~~ *The publication of online training and certification*
23 ~~program resources for private sector personnel, in order to establish~~
24 ~~a pool of professionals who can certify businesses as being in~~
25 ~~compliance with district rules and regulations; personnel that~~
26 ~~explain expedited permitting pathways, including where to find~~
27 ~~information on commercially available technology options that~~
28 ~~do not trigger the requirement to obtain a permit pursuant to~~
29 ~~Article 1 (commencing with Section 42300).~~

30 (5) The development of standardized permit application forms
31 that are written in clear and understandable language and provide
32 applicants with adequate information to complete and return the
33 forms.

34 (6) To the extent that a district determines that it will not
35 adversely affect the public health and safety or the environment,
36 the consolidation of the authority to construct and permit to operate
37 into a single permit process in order to reduce processing times
38 and paperwork for stationary sources.

39 (7) An appeals process whereby, if the air pollution control
40 officer fails to notify a permit applicant of the approval or

1 disapproval of a permit application within the schedule established
 2 pursuant to paragraph (3), the permit applicant may, after notifying
 3 the district, request the district board, at its next regularly scheduled
 4 meeting, to set a date certain on which the permit will be acted
 5 upon. This paragraph does not prohibit a permit applicant from
 6 seeking relief under Section 42302.

7 (b) For those districts ~~which~~ *that* have a population of less than
 8 1,000,000 persons, the state board shall provide assistance in
 9 developing regulations implementing this section.

10 (c) This section does not apply to county air pollution control
 11 districts in counties that have a population of less than 250,000
 12 persons.

13 *SEC. 19. No reimbursement is required by this act pursuant*
 14 *to Section 6 of Article XIII B of the California Constitution because*
 15 *a local agency or school district has the authority to levy service*
 16 *charges, fees, or assessments sufficient to pay for the program or*
 17 *level of service mandated by this act or because costs that may be*
 18 *incurred by a local agency or school district will be incurred*
 19 *because this act creates a new crime or infraction, eliminates a*
 20 *crime or infraction, or changes the penalty for a crime or*
 21 *infraction, within the meaning of Section 17556 of the Government*
 22 *Code, or changes the definition of a crime within the meaning of*
 23 *Section 6 of Article XIII B of the California Constitution.*

24 ~~SECTION 1. Section 40406 of the Health and Safety Code is~~
 25 ~~amended to read:~~

26 ~~40406. As used in this chapter, “best available retrofit control~~
 27 ~~technology” means an emission limitation that is based on the~~
 28 ~~maximum degree of reduction achievable, that takes into account~~
 29 ~~environmental, energy, and economic impacts by each class or~~
 30 ~~category of source.~~

O

Introduced by Senator Richardson

December 2, 2024

An act to add *and repeal* Section ~~39619.3~~ to 40453 of the Health and Safety Code, relating to ~~ports~~: *air pollution*.

LEGISLATIVE COUNSEL'S DIGEST

SB 34, as amended, Richardson. ~~Ports: emissions: intermodal goods movement stakeholder group~~. *Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.*

Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution.

Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the South Coast Air Basin, as specified. Existing law requires the district to adopt rules and regulations to carry out the south coast district air quality management plan that are not in conflict with state and federal laws and rules and regulations and requires those rules and regulations to provide for indirect source controls under certain circumstances.

This bill would, until January 1, 2036, prohibit the district from adopting, considering adopting, or requiring that any local agency or city enforce any regulation or indirect source rule to address pollution

from any mobile source that is already subject to regulation by the state board and that is associated with an operation at any public seaport or marine terminal facility at a public seaport. The bill would, until January 1, 2036, authorize specified entities, including the district, to enter into a voluntary agreement to address pollution from any mobile source associated with an operation at any public seaport or marine terminal facility at a public seaport if the voluntary agreement meets specified requirements.

~~Existing law regulates the operation of ports and harbors. Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources and generally designates the State Air Resources Board as the state agency with primary responsibility for the control of vehicular air pollution.~~

~~This bill would require the state board to establish an intermodal goods movement stakeholders group consisting of, among others, a member from each specified port district. By requiring a port district to participate in the group, the bill would impose a state-mandated local program. The bill would require the group to develop a plan that specifies short-term thresholds of yellow, orange, and red for port emissions and specifies actions to be taken to reduce port emissions and port-related emissions when the thresholds are reached, as specified. The bill would require the group to submit a report to the Legislature, on or before January 31, 2027, with its findings, recommendations, and the plan.~~

~~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-no.
State-mandated local program: yes-no.~~

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

- 1 *SECTION 1. The Legislature finds and declares all of the*
- 2 *following:*

1 (a) *It is in the best interest of the State of California to develop*
2 *strategies that maintain and grow industries, such as goods*
3 *movement, concurrent with pursuing environmental benefits.*

4 (b) *In order to timely and effectively meet the zero-emission*
5 *goals expressed in Executive Order No. N-79-20 within revenue*
6 *generating service providing industries, such as the goods*
7 *movement industry, impacted stakeholders need to work in*
8 *collaborative groups, and through agreements, to develop and*
9 *implement plans that use zero-emission equipment and*
10 *infrastructure, while not negatively impacting intermodal trade*
11 *and jobs.*

12 (c) *Goods movement is the movement of physical products and*
13 *raw materials to businesses, consumers, and industries by*
14 *oceangoing vessels, harbor craft, such as tug boats, trucks,*
15 *locomotives, and cargo-handling equipment.*

16 (d) *In California, there are 11 port authorities. The San Pedro*
17 *Bay port complex, which historically has encompassed both the*
18 *Port of Los Angeles and the Port of Long Beach, is the largest*
19 *port complex in the State of California, the United States, North*
20 *America, and the Western Hemisphere and is the ninth largest*
21 *port complex in the world, supporting over 3 million jobs*
22 *nationwide and economic activity that generated \$2.78 billion in*
23 *state and local taxes, plus an additional \$4.73 billion in federal*
24 *taxes, in 2022.*

25 (e) *For more than two decades, the San Pedro Bay port complex*
26 *has conducted extensive testing of the emissions of air pollutants.*
27 *The Ports of Los Angeles and Long Beach are two of the cleanest,*
28 *if not the cleanest, seaport operations in the world, exceeding all*
29 *of their ambitious voluntary emissions targets by wide margins in*
30 *2023, according to the “Inventory of Air Emissions 2023,” that*
31 *showed the total San Pedro Bay emissions of diesel particulate*
32 *matter down 91 percent, nitrogen oxides down 72 percent, sulfur*
33 *oxides down 98 percent, and greenhouse gases down by 20 percent*
34 *when compared to 2005 levels.*

35 (f) *In pursuing the objective of reducing emissions of air*
36 *pollutants, the Ports of Los Angeles and Long Beach have adopted*
37 *significant strategies, such as the Zero Emission Truck Voucher*
38 *Incentive Program, the Vessel Speed Reduction Program, the Ship*
39 *Incentive Programs, and Green Shipping Corridors, which have*

1 *resulted in major environmental benefits while maintaining trade*
2 *production, even during complex COVID-19 pandemic.*

3 *(g) Furthermore, the Ports of Los Angeles and Long Beach have*
4 *adopted a joint Clean Air Action Plan whose updated goals include*
5 *transitioning cargo-handling equipment to zero emissions by 2030*
6 *and all drayage trucks calling at marine terminals to zero*
7 *emissions by 2035.*

8 *(h) The Ports of Los Angeles and Long Beach operate within*
9 *the South Coast Air Basin, which is impaired by a lack of*
10 *attainment with the National Ambient Air Quality Standards set*
11 *by the United States Environmental Protection Agency, over which*
12 *the State Air Resources Board (state board) has jurisdiction over*
13 *the control and reduction of mobile sources of emissions, and the*
14 *regional South Coast Air Quality Management District (south*
15 *coast district) has jurisdiction over the control and reduction of*
16 *stationary sources of emissions.*

17 *(i) All of the current sources of intermodal emissions in*
18 *operation at the Ports of Los Angeles and Long Beach are currently*
19 *operating under, and subject to, the regulatory authority of the*
20 *state board, which has adopted regulations, most of which are the*
21 *strictest regulations anywhere in the world, limiting the emissions*
22 *of every component of the intermodal supply chain, including*
23 *drayage trucks, transportation refrigeration units, forklifts and*
24 *warehouse equipment, cargo-handling equipment at marine*
25 *terminals, cargo-handling equipment at rail terminals, oceangoing*
26 *vessels at berth, oceangoing vessel fuels while in California waters,*
27 *and commercial harbor craft and pilot vessels. Furthermore,*
28 *oceangoing vessels in transit are operating under, and subject to,*
29 *the regulatory authority of federal and international agencies,*
30 *including the International Maritime Organization, which has a*
31 *goal of net zero greenhouse gas emissions from international*
32 *shipping by or around 2050.*

33 *(j) The south coast district has expressed its intention to adopt*
34 *a regulation to control mobile sources of emissions from the Ports*
35 *of Los Angeles and Long Beach through the exercise of an indirect*
36 *source rule. The use of this authority has no precedent against*
37 *ports or against seaport facilities in the South Coast Air Basin, in*
38 *any other local air district in California, or anywhere else in the*
39 *United States, rendering the action potentially subject to legal*
40 *claims in a case of first impression.*

1 (k) *Initial south coast district concepts for a seaport indirect*
2 *source rule included the imposition of inflexible emissions caps,*
3 *which would ultimately limit cargo flow at the Ports of Los Angeles*
4 *and Long Beach due to a lack of technological and economic*
5 *feasibility and a lack of infrastructure available to accommodate*
6 *emissions reductions when and if the technology and economic*
7 *feasibility issues were resolved. This action, in turn, would have*
8 *catastrophic impacts on jobs, the economy, local communities,*
9 *environmental quality, and the global supply chain.*

10 (l) *The Ports and the Cities of Los Angeles and Long Beach*
11 *assert that instead of the adoption of a unilateral indirect source*
12 *rule, a process for a collaborative agreement would be a better*
13 *alternative, as it would include the impacted stakeholders who are*
14 *best positioned to achieve both economic and environmental goals*
15 *concurrently while minimizing delays and barriers.*

16 (m) *Maritime industry stakeholders concur with the Ports and*
17 *Cities of Los Angeles and Long Beach that a process to implement*
18 *a collaborative work product versus forcing top-down directives*
19 *is more likely to create a more results-driven approach to*
20 *environmental and economic improvements.*

21 (n) *Representatives of maritime labor unions, national,*
22 *statewide, regional, and local businesses, organized labor,*
23 *community groups, and other organizations agree with the mayors*
24 *of the Cities of Los Angeles and Long Beach and are opposed to*
25 *any indirect source rule that would require, incentivize, encourage,*
26 *or otherwise promote the use of automated, remotely controlled,*
27 *or remotely operated equipment, or infrastructure to support*
28 *automated, remotely controlled, or remotely operated equipment.*
29 *Representatives of these same organizations would support a*
30 *collaborative agreement alternative that results in the procurement*
31 *and operation of human-operated, zero-emissions equipment and*
32 *infrastructure to support human-operated, zero-emissions*
33 *equipment at the Ports of Los Angeles and Long Beach.*

34 (o) *Therefore, it is in the best interests of Californians, the*
35 *environment, the goods movement industry, and all parties to stop*
36 *attempts to adopt unprecedented and unnecessary rules, and rather,*
37 *work in a collaborative fashion within the Ports of Los Angeles*
38 *and Long Beach's authority, as long as the ports' activities are*
39 *consistently tracking toward the achievement of the 2035 goals*
40 *expressed in Executive Order No. N-79-20.*

1 SEC. 2. Section 40453 is added to the Health and Safety Code,
2 to read:

3 40453. (a) Notwithstanding Sections 40716, 40717, and
4 40717.5, the south coast district shall not adopt, consider adopting,
5 or require that any local agency or city enforce any regulation or
6 indirect source rule to address pollution from any mobile source
7 that is already subject to regulation by the state board and that is
8 associated with an operation at any public seaport or marine
9 terminal facility at a public seaport.

10 (b) Subdivision (a) does not preclude the implementation of a
11 voluntary agreement to address pollution from any mobile source
12 associated with an operation at any public seaport or marine
13 terminal facility at a public seaport within the South Coast Air
14 Basin if the voluntary agreement meets all of the following
15 requirements:

16 (1) Before the voluntary agreement is adopted, the south coast
17 district holds discussions with relevant stakeholders, including,
18 but not limited to, the Ports and Cities of Los Angeles and Long
19 Beach, maritime industry stakeholders, representatives of maritime
20 labor unions, national, statewide, regional, and local businesses,
21 organized labor, and community groups.

22 (2) The voluntary agreement does not cap, limit, impede, restrict,
23 or hinder port operations.

24 (3) The voluntary agreement shall not use public funds or grants,
25 whether municipal, county, state, or federal funds or grants, to
26 require, incentivize, encourage, or otherwise promote the use of
27 automated, remotely controlled, or remotely operated equipment,
28 or infrastructure to support automated, remotely controlled, or
29 remotely operated equipment.

30 (4) The voluntary agreement may result in the procurement and
31 operation of human-operated, zero-emission equipment and
32 infrastructure to support human-operated, zero-emission equipment
33 at the Ports of Los Angeles and Long Beach.

34 (5) The voluntary agreement does not encroach, infringe, or
35 usurp control from the Ports and Cities of Los Angeles and Long
36 Beach.

37 (6) The voluntary agreement does not attempt to assert control
38 over mobile sources of emissions from the Ports of Los Angeles
39 and Long Beach that are outside of the control of the Ports and
40 Cities of Los Angeles and Long Beach.

1 (7) *The voluntary agreement is entered into by all of the*
2 *following:*

3 (A) *The Board of Harbor Commissioners of the Port of Long*
4 *Beach.*

5 (B) *The Board of Harbor Commissioners of the Port of Los*
6 *Angeles.*

7 (C) *The mayor of the City of Long Beach.*

8 (D) *The mayor of the City of Los Angeles.*

9 (E) *The south coast district board.*

10 (c) *This section does restrict any regulation by the state board*
11 *of any mobile source otherwise authorized by law.*

12 (d) *This section shall remain in effect only until January 1, 2036,*
13 *and as of that date is repealed.*

14 SECTION 1. ~~The Legislature finds and declares all of the~~
15 ~~following:~~

16 ~~(a) California has 12 ports through which goods are imported~~
17 ~~to and exported from international markets.~~

18 ~~(b) The Port of Oakland’s highest value exports are food related,~~
19 ~~including, but not limited to, fruits, nuts, meats, wines, and spirits.~~
20 ~~In contrast, the Humboldt Bay Harbor District primarily imports~~
21 ~~and exports logs and wood chips due to the lumber businesses in~~
22 ~~its region.~~

23 ~~(c) The Port of Los Angeles is considered the busiest container~~
24 ~~port in the Western Hemisphere. It handles around 10,000,000~~
25 ~~cargo containers annually. In June 2024, the Port of Los Angeles~~
26 ~~processed 827,757 twenty-foot equivalent units (TEUs), a~~
27 ~~10-percent increase from the previous month. And in the third~~
28 ~~quarter of 2024, the Port of Los Angeles processed 2,850,000~~
29 ~~TEUs, its best quarter in over 116 years. Each year, the cargo~~
30 ~~flowing through this port generates over \$200 billion in economic~~
31 ~~activity and sustains nearly 3,000,000 jobs in the United States.~~

32 ~~(d) The Port of Los Angeles is part of the San Pedro Complex,~~
33 ~~which is the container hub for both the Port of Los Angeles and~~
34 ~~the Port of Long Beach. The San Pedro Complex is the largest~~
35 ~~container hub in the United States and accounts for over 30 percent~~
36 ~~of the TEUs in the United States. It is also the fifth largest container~~
37 ~~hub in the world.~~

38 ~~(e) Vehicles and equipment at ports are significant sources of~~
39 ~~air pollution. Ships, trucks, and cargo handling equipment at ports~~
40 ~~and offsite goods movement systems are often fueled by diesel~~

1 and emit air pollutants such as particulate matter and nitrogen
 2 oxides. In recent years, California ports have faced several
 3 challenges, including, but not limited to, onsite and offsite port
 4 congestion and air pollution from associated facilities and vehicles.
 5 Both the State of California and the federal government have
 6 engaged in legislative, regulatory, and budgetary efforts to help
 7 ports address these challenges.

8 (f) State involvement with ports in California is distributed
 9 across several agencies, including the Department of
 10 Transportation, the Transportation Agency, the State Air Resources
 11 Board, the Governor's Office of Business and Economic
 12 Development, and the local South Coast Air Quality Management
 13 District. Each entity has different responsibilities regarding ports
 14 and goods movement.

15 (g) The long term plan to reduce port emissions requires ports
 16 to adopt new zero-emission technologies. However, ports face
 17 several barriers, including, but not limited to, the following:

- 18 (1) Certain electric vehicles are not yet widely available.
- 19 (2) Barriers to siting and building a sufficient electrical grid to
 20 power zero-emission technologies.
- 21 (3) High and unbudgeted costs.
- 22 (4) Unsuitability of current batteries for port operations.

23 (h) As a result of these barriers and others, the timeline for
 24 implementing zero-emission technologies at ports remains unclear
 25 and the costs remain unknown but are believed to exceed \$1 billion.

26 (i) To reduce port emissions in the short term, while 2035
 27 zero-emission goals are implemented, an intermodal goods
 28 movement stakeholders group shall be created to develop a plan
 29 to reduce port emissions when damaging levels arise.

30 SEC. 2. Section 39619.3 is added to the Health and Safety
 31 Code, to read:

32 39619.3. (a) The state board shall establish an intermodal
 33 goods movement stakeholders group, consisting of each of the
 34 following individuals:

- 35 (1) An individual representing each of the following:
 - 36 (A) International Longshore and Warehouse Union Local 13.
 - 37 (B) International Longshore and Warehouse Union Local 63.
 - 38 (C) International Longshore and Warehouse Union Local 94.
 - 39 (D) International Longshore and Warehouse Union Southern
 40 California District Council.

- 1 ~~(2) An individual representing terminal and tenant operations.~~
- 2 ~~(3) An individual representing ship and vessel operations.~~
- 3 ~~(4) An individual representing rail and locomotive operations.~~
- 4 ~~(5) An individual representing freight forwarders, as defined in~~
- 5 ~~Section 220 of the Public Utilities Code.~~
- 6 ~~(6) An individual representing warehouse distribution centers.~~
- 7 ~~(7) An individual representing the California Association of~~
- 8 ~~Port Authorities.~~
- 9 ~~(8) An individual representing each of the following:~~
- 10 ~~(A) The Port of Benicia.~~
- 11 ~~(B) The Port of Hueneme.~~
- 12 ~~(C) The Port of Long Beach.~~
- 13 ~~(D) The Port of Los Angeles.~~
- 14 ~~(E) The Port of Oakland.~~
- 15 ~~(F) The Port of Redwood City.~~
- 16 ~~(G) The Port of Richmond.~~
- 17 ~~(H) The Port of San Diego.~~
- 18 ~~(I) The Port of San Francisco.~~
- 19 ~~(J) The Port of Stockton.~~
- 20 ~~(K) The Port of West Sacramento.~~
- 21 ~~(L) The Humboldt Bay Harbor District.~~
- 22 ~~(9) An individual representing the Department of Transportation.~~
- 23 ~~(10) An individual representing the state board.~~
- 24 ~~(b) The intermodal goods movement stakeholders group shall~~
- 25 ~~develop a plan that specifies short-term thresholds of yellow,~~
- 26 ~~orange, and red for port emissions and specifies actions to be taken~~
- 27 ~~to reduce port emissions and port-related emissions when the~~
- 28 ~~thresholds are reached. An action in the plan shall be agreed to by~~
- 29 ~~the entity that would be required to perform the action under the~~
- 30 ~~plan.~~
- 31 ~~(c) In developing the plan described in subdivision (b), the~~
- 32 ~~intermodal goods movement stakeholders group shall do both of~~
- 33 ~~the following:~~
- 34 ~~(1) Hold monthly meetings in person or by video conference.~~
- 35 ~~(2) Meet with appropriate state agencies to do all of the~~
- 36 ~~following:~~
- 37 ~~(A) Determine escalating emission impact levels for the yellow,~~
- 38 ~~orange, and red thresholds.~~
- 39 ~~(B) Discuss a draft of the plan.~~

1 ~~(C) Provide and obtain recommendations relating to the~~
2 ~~performance of the plan, if any.~~

3 ~~(d) (1) On or before January 31, 2027, the intermodal goods~~
4 ~~movement stakeholders group shall submit a report to the~~
5 ~~Legislature and the Governor with its findings, recommendations,~~
6 ~~and the plan.~~

7 ~~(2) (A) The requirement for submitting a report imposed under~~
8 ~~this subdivision is inoperative on January 1, 2031, pursuant to~~
9 ~~Section 10231.5 of the Government Code.~~

10 ~~(B) A report to be submitted pursuant to this subdivision shall~~
11 ~~be submitted in compliance with Section 9795 of the Government~~
12 ~~Code.~~

13 ~~(3) The plan shall not be implemented before July 1, 2027.~~

14 ~~SEC. 3. If the Commission on State Mandates determines that~~
15 ~~this act contains costs mandated by the state, reimbursement to~~
16 ~~local agencies and school districts for those costs shall be made~~
17 ~~pursuant to Part 7 (commencing with Section 17500) of Division~~
18 ~~4 of Title 2 of the Government Code.~~

O



State Legislative Updates

Policy, Grants, and Technology Committee

April 16, 2025

Alan Abbs

Legislative Officer

Legislative and Government Affairs

Action Requested (1 of 2)

Recommend to the Board of Directors that the Board adopt the following positions on current State Legislation introduced as an Assembly Bill (AB) or a Senate Bill (SB):

- 1. Support AB 674 (Connolly)** – Clean Cars 4 All Program
- 2. Support AB 1106 (Rodriguez)** – State Air Resources Board: regional air quality incident response program
- 3. Support AB 1352 (Solache)** – Community air protection programs: financial support
- 4. Support SB 69 (McNerney)** – Clean Cars 4 All Program
- 5. Work With Author AB 914 (Garcia)** – Air pollution: indirect sources: toxic air contaminants

Action Requested (2 of 2)

Consider either taking a position or taking no position on the following legislation, per authority delegated by the Board (see staff note below):

- **SB 318 (Becker)** – Air pollution: stationary sources: best available control technology: indirect sources

Staff note: The Board discussed and considered the staff recommendation to oppose SB 318 at its meeting on April 2, 2025. The Board requested that the Committee discuss and consider SB 318, as staff had a scheduled call with the Senator and his staff on April 3, 2025. The Board delegated authority to the Committee to determine a position on SB 318.

Presentation Outline

State Legislation

- Air District Co-Sponsored Bills
- Board-Approved-Position Bills
- Bills for Committee Consideration
- Additional Bills of Interest – Discussion Only

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



Air District Co-Sponsored Bills

AB 14 (Hart)

Coastal resources: Protecting Blue Whales and Blue Skies Program

This bill will expand the existing Protecting Blue Whales and Blue Skies vessel speed reduction (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 was double-referred to the Assembly Water, Parks, and Wildlife Committee and the Assembly Natural Resources Committee. The bill passed the both the Assembly Water, Parks, and Wildlife Committee and the Assembly Natural Resources Committee on consent. The bill has been referred to the Assembly Appropriations Committee – hearing date pending.

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

SB 282 (Wiener)

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. The bill passed the Senate Energy, Utilities, and Communications Committee on April 7, 2025, and will next be heard in the Senate Local Government Committee on April 23, 2025.

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



Board-Approved-Position Bills

AB 546 (Caloza)

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 339 (Ortega)

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: AB 339 was introduced on January 28, 2025, and was referred to the Assembly Public Employment and Retirement Committee. The bill passed the Assembly Public Employment and Retirement Committee favorably on March 19, 2025, and has been referred to the Assembly Appropriations Committee and is set to be heard on April 9, 2025.

Position: Oppose (approved by the Board on April 2, 2025)

AB 907 (Chen)

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: AB 907 was introduced on February 19, 2025, and was referred to the Assembly Natural Resources Committee. The bill passed the Assembly Natural Resources Committee on April 7, 2025, on consent and has been referred to the Assembly Appropriations Committee – hearing date pending.

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

AB 1368 (Wallis)

Smog check: exemption

This bill would create a 30-year rolling exemption from smog check for all motor vehicles.

Status: Introduced on February 21, 2025, as a spot bill and was amended on March 24, 2025, to include substantive language. This bill was referred to the Assembly Transportation Committee and was set to be heard on April 1, 2025 – the hearing was canceled at the request of the author.

Position: Oppose (approved by the Board on April 2, 2025)

SB 712 (Grove)

Smog check: collector motor vehicles: 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. This bill does not require proof that the motor vehicle is insured as a collector motor vehicle.

Status: Introduced on February 21, 2025, and was amended on March 24, 2025. The bill passed the Senate Transportation Committee on April 8, 2025, and has been referred to the Senate Appropriations Committee – hearing date pending.

Position: Oppose (approved by the Board on April 2, 2025)



Bills for Committee Consideration

AB 674 (Connolly)

Clean Cars 4 All Program

This bill would make changes to the Clean Cars 4 All program that could result in more predictable incentive funding to air districts currently implementing a program.

Status: Introduced on February 14, 2025, and amended on March 10, 2025. This bill has been double-referred to the Assembly Transportation Committee and the Assembly Natural Resources Committee. The bill passed the Assembly Transportation Committee on April 7, 2025, and will next be heard in the Assembly Natural Resources Committee on April 21, 2025.

Staff Recommendation: Support

AB 1106 (Rodriguez)

State Air Resources Board: regional air quality incident response program

This bill would require the state board to expand its incident air monitoring program, subject to an appropriation by the Legislature for those purposes, to provide support for a regional network of air quality incident response centers operated by air districts.

Status: Introduced on February 20, 2025, and amended on March 24, 2025. This bill has been referred to the Assembly Natural Resources Committee – hearing date pending.

Staff Recommendation: Support

AB 1352 (Solache)

Community air protection programs: financial support

This bill would continuously appropriate 10% of the annual proceeds of the fund to the state board to provide funding for purposes of awarding grants, providing technical assistance, supporting community participation, and offering incentives in connection with specified programs to improve air quality, thereby making an appropriation.

Status: Introduced on February 21, 2025, and amended on March 24, 2025. This bill has been referred to the Assembly Natural Resources Committee – hearing date pending.

Staff Recommendation: Support

SB 69 (McNerney)

Clean Cars 4 All Program

This bill would authorize a participating air district to submit a disbursement request to the state board for an amount equal to its previous 4 months of expenditures under the program if it determines that its balance of available funding for the program is less than the total amount of its expenditures under the program over the previous 4 months.

Status: Introduced on January 14, 2025, and amended on March 24, 2025. This bill has been referred to the Senate Environmental Quality Committee and is set to be heard on April 23, 2025.

Staff Recommendation: Support

AB 914 (Garcia)

Air pollution: indirect sources: toxic air contaminants

This bill would require CARB to develop and enforce rules related to indirect sources of emissions, establish a fee for such sources, and directions on rule development mechanism.

Status: Introduced on February 19, 2025, and amended on March 24, 2025. This bill has been referred to the Assembly Natural Resources Committee – hearing date pending.

Staff Recommendation: Work With Author

SB 318 (Becker)

Air pollution: stationary sources: best available control technology: indirect sources

This bill would make significant changes to the air district permitting process that would lengthen permit times and create uncertainty about equipment and permit requirements.

Status: Introduced on February 11, 2025, and amended on March 26, This bill has been referred to the Senate Environmental Quality Committee and is set to be heard on April 23, 2025.

SB 318 (Becker) (cont.)

Staff note: The Board discussed and considered the staff recommendation to oppose SB 318 at their meeting on April 2, 2025. The Board requested that the Committee discuss and consider SB 318, as staff had a scheduled call with Senator Becker and his staff on April 3, 2025. The Board delegated authority to the Committee to determine a position on SB 318.

Staff Recommendation: None



Additional Bill(s) of Interest Discussion Only

SB 34 (Richardson)

Air pollution: South Coast Air Quality Management District: mobile sources: public seaports

This bill would, until January 1, 2036, prohibit the South Coast Air Quality Management District from adopting, considering adopting, or requiring that any local agency or city enforce any regulation or indirect source rule to address pollution from any mobile source that is already subject to regulation by the state board and that is associated with an operation at any public seaport or marine terminal facility at a public seaport.

Status: Introduced on February 11, 2025, and amended on March 26, 2025 – Referred to Senate Environmental Quality – hearing date pending.

Staff Recommendation: None

Additional Bills for Brief Discussion

Including, but not limited to the following bills:

- **AB 222 (Bauer-Kahan)** – Data centers: energy usage reporting and efficiency standards: electricity rates
- **AB 1266 (Solache)** – Air districts: administrative rulemaking: standardized regulatory impact analysis
- **AB 1338 (Solache)** – Metal shredding facilities: regulations

Recap: Action Requested (1 of 2)

Recommend to the Board of Directors that the Board adopt the following positions on current State Legislation introduced as an Assembly Bill (AB) or a Senate Bill (SB):

- 1. Support AB 674 (Connolly)** – Clean Cars 4 All Program
- 2. Support AB 1106 (Rodriguez)** – State Air Resources Board: regional air quality incident response program
- 3. Support AB 1352 (Solache)** – Community air protection programs: financial support
- 4. Support SB 69 (McNerney)** – Clean Cars 4 All Program
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Recap: Action Requested (2 of 2)

Consider either taking a position or taking no position on the following legislation, per authority delegated by the Board (see staff note below):

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Questions?

For more information:

Alan Abbs, Legislative Officer | 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: April 16, 2025

Re: Transportation Fund for Clean Air 40% Fund Allocation and Expenditure
Plans for Fiscal Year Ending 2026

RECOMMENDED ACTION

Recommend to the Board of Directors that the Board take the following actions:

1. Approve the proposed allocation and expenditure plans for the estimated new Transportation Fund for Clean Air (TFCA) revenue to each of the nine Administering Agencies for Fiscal Year Ending (FYE) 2026 that will be funded by the 40% portion of the TFCA, as listed in Column A of Table 1; and
2. Authorize the Executive Officer/APCO to enter into funding agreements with the Administering Agencies for TFCA revenues that will be paid for by the 40% portion of the TFCA to be programmed in FYE 2026 as listed in Column C of Table 1.

BACKGROUND

In 1991, the California State Legislature authorized the California Department of Motor Vehicles (DMV) 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 Bay Area Air Quality Management District's jurisdiction. The legislative requirements that enable the use of the funds are codified in California Health and Safety Code (HSC) Sections 44241, 44241.5 and 44242.

Forty percent of new TFCA revenue is passed through to the designated Administering Agency in each of the nine counties within the Air District's jurisdiction based on each county's proportionate share of vehicle registration fees collected.

As these are pass-through funds, the county Administering Agencies have discretion over these funds within the bounds set by the TFCA authorizing legislation. The authorizing legislation requires that the Administering Agencies hold one or more public meetings to adopt criteria for the expenditure of funds and a separate meeting to review expenditures. The Air District's role is to facilitate the process to ensure that the funds are used for eligible cost-effective reductions of on-road emissions, to pass-through the funds, and later to coordinate an audit of funds expended. The Air District awards the remaining sixty percent to eligible projects and programs it implements directly (e.g., Spare the Air) and to the TFCA Regional Fund program.

Historically, the TFCA Policies have encouraged Administering Agencies to consider prioritizing funds in communities that are disproportionately overburdened (formerly the Air District's Community Air Risk Evaluation or CARE Areas). Starting in 2023, Air District staff organized meetings between the Air District's Community Advisory Committee (CAC) and the Administering Agencies to talk about the community input process for identifying projects and awarding funds. In those meetings, the Administering Agencies shared their own community input process, and in some cases, shared that they had their own CAC that advises on project identification and selection. Because these are pass-through funds, the Air District will continue to have the Administering Agencies use their own local process for project review, selection, and community feedback. Moving forward, and as part of the Strategic Plan, staff will continue to work with the Administering Agencies for them to identify, through their community process, what changes they want to see in this program, identify opportunities to reduce barriers to apply for funds, and to develop creative solutions for more project variety.

Pursuant to HSC Section 44241, Administering Agencies must award TFCA funds to eligible projects within six months of the Air District Board of Directors approval of their expenditure plans. Annually, Administering Agencies submit expenditure plans to the Air District specifying the status of their prior-year funding that is available for reprogramming and interest accrued. The Board of Directors adopted the policies and cost-effectiveness criteria for expenditure of the TFCA 40% Fund commencing FYE 2026 on November 6, 2024.

DISCUSSION

The Air District received the proposed expenditure plans from all nine Administering Agencies. Table 1 shows the TFCA monies that are estimated to be available to the Administering Agencies in FYE 2026.

- Column A shows the new revenue projected to accrue from the DMV revenue from each county's proportionate share of vehicle registration fees.

- Column B shows the reconciliation of the difference between prior-year estimate and actual revenue, and TFCA carry-over funds available for reprogramming as reported by Administering Agencies in their expenditure plans. Carry-over funds include TFCA monies from projects that were recently completed under budget and/or canceled, and any interest earned.
- Column C shows total amount of TFCA funds that are estimated to be available to Administering Agencies in FYE 2026 (sum of values in columns A and B).

Table 1. Proposed Allocation and Planned Expenditures for the TFCA 40% Fund FYE 2026

	A	B	C
Administering Agency	Estimated New TFCA Revenue	Reconciliation & Reprogrammed TFCA Funds	Estimated Total FYE 2026 TFCA Funds
Alameda County Transportation Commission	\$1,947,300	\$2,337,504	\$4,284,804
Contra Costa Transportation Authority	\$1,563,500	\$425,406	\$1,988,906
Transportation Authority of Marin	\$355,200	\$54,295	\$409,495
Napa Valley Transportation Authority	\$201,600	\$18,966	\$220,566
San Francisco County Transportation Authority	\$701,000	\$22,263	\$723,263
San Mateo City/County Association of Governments	\$1,062,200	\$433,829	\$1,496,029
Santa Clara Valley Transportation Authority	\$2,462,000	\$225,273	\$2,687,273
Solano Transportation Authority	\$340,900	\$2,691	\$343,591
Sonoma County Transportation Authority	\$640,000	\$48,197	\$688,197
Total Allocation	<i>\$9,273,700</i>	<i>\$3,568,424</i>	<i>\$12,842,124</i>

BUDGET CONSIDERATION/FINANCIAL IMPACT

TFCA revenue is generated from DMV registration fees collected and 40% of the TFCA funds are passed through to the Administering Agencies. Administrative costs for the Administering Agencies and the Air District are reimbursed by TFCA program revenue.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Jason Newman

Reviewed by: Linda Hui, Minda Berbeco and Karen Schkolnick

ATTACHMENT(S):

1. TFCA 40 Percent Allocation and Expenditure Plan FYE 2026 Presentation



Transportation Fund for Clean Air 40% Fund Allocation and Expenditure Plans for Fiscal Year End 2026 Policy, Grants, and Technology Committee

April 16, 2025

Minda Berbeco, PhD
Manager
Strategic Incentives Division

Transportation Fund for Clean Air (TFCA)

- **California Health and Safety Code (HSC) Sections 44241, 44241.5, and 44242**
- Funding from Department of Motor Vehicles - \$4 dollar surcharge
- Administering Agencies submit plans showing revenue available
- Funds must be awarded to eligible projects within six (6) months of Air District Board's approval of expenditure plans
- 40% of monies passed through to nine-county Administering Agencies
- Funds distributed are proportional to the fees paid by vehicle owners in each county
- Requires expenditure plans be approved by the Board of Directors

Project Types Funded in Previous Years

Trip Reduction Projects

- Existing Ridesharing Services
- Existing First- and Last-Mile Connections
- Pilot Trip Reduction
- Bikeways and Bicycle Parking
- Bike Share
- Infrastructure Improvements (e.g., pedestrian crossing)
- Telecommuting Demonstration

Clean Air Vehicle Projects

- Alternative Fuel Vehicles
- Alternative Fuel Infrastructure



Images Source: Bay Area Air District

Expenditure Plan for TFCA 40% Fund in Fiscal Year End (FYE) 2026

	A	B	C
Administering Agency	Estimated New TFCA Revenue	Reconciliation & Reprogrammed TFCA Funds	Estimated Total FYE 2026 TFCA Funds
Alameda County Transportation Commission	\$1,947,300	\$2,337,504	\$4,284,804
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San Francisco County Transportation Authority	\$701,000	\$22,263	\$723,263
San Mateo City/County Association of Governments	\$1,062,200	\$433,829	\$1,496,029
Santa Clara Valley Transportation Authority	\$2,462,000	\$225,273	\$2,687,273
Solano Transportation Authority	\$340,900	\$2,691	\$343,591
Sonoma County Transportation Authority	\$640,000	\$48,197	\$688,197
Total Allocation	\$9,273,700	\$3,568,424	\$12,842,124

Recommendations

Recommend to the Board of Directors that the Board:

1. Approve the proposed allocation of and expenditure plans for the estimated new TFCA revenue to each of the nine Administering Agencies for FYE 2026 that will be funded by the 40% portion of the TFCA, as listed in Column A of Table 1; and
2. Authorize the Executive Officer/APCO to enter into funding agreements with the Administering Agencies for TFCA revenues that will be paid for by the 40% portion of the TFCA to be programmed in FYE 2026 as listed in Column C of Table 1.

Questions

For more information:

Minda Berbeco

Manager, Strategic Incentive Division

mberbeco@baaqmd.gov