

BOARD OF DIRECTORS  
POLICY, GRANTS, AND TECHNOLOGY COMMITTEE  
July 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

Napa County Administration Building  
County Executive's Office  
1195 Third Street, Suite 310  
Napa, CA 94559

Office of Alameda County Supervisor  
David Haubert  
Scott Haggerty House  
4501 Pleasanton Avenue  
Pleasanton, CA 94566

San Mateo County  
Board of Supervisors  
5th Floor  
500 County Center  
Redwood City, CA 94063

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

Office of Santa Clara County  
1st Floor Conference Room  
70 W. Hedding Street  
San Jose, CA 95110

**THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED**

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

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

Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/81642576697>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is:  
816 4257 6697

**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, JULY 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 June 18, 2025**

*The Committee will consider approving the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of June 18, 2025.*

**INFORMATIONAL ITEM(S)**

**4. Update on Bay Area Climate Action Plan Initiatives**

*The Committee will consider and discuss two presentations on regional climate action planning efforts: an update on the Air District-led Bay Area Regional Climate Action Plan Initiative, and an update on the Santa Clara County-led Comprehensive Climate Action Plan for Santa Clara and San Benito counties. The Air District and Santa Clara County each received \$1 million grants from the United States Environmental Protection Agency to lead these multi-agency climate planning efforts. This item will be presented by Jamesine Rogers Gibson, Senior Advanced Projects Advisor, Planning and Climate Protection Division, and Janani Chandrasekar, Management Analyst, Santa Clara County Office of Sustainability and Resilience.*

5. State Legislative Update

*The Committee will discuss updates on bills of interest and the Fiscal Year 2025-26 California State Budget. This item will be presented by Alan Abbs, Legislative Officer.*

**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, September 17, 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](mailto:vjohnson@baaqmd.gov)

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

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

**Accessibility and Non-Discrimination Policy**

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

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

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

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

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

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

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

**JULY 2025**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
Board of Directors Policy, Grants and Technology Committee	Wednesday	16	10:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	16	1:00 p.m.	1 <sup>st</sup> Floor Board Room
Community Advisory Council Meeting	Thursday	17	6:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena Room

**AUGUST 2025**

**NO MEETINGS SCHEDULED**

**SEPTEMBER 2025**

<b><u>TYPE OF MEETING</u></b>	<b><u>DAY</u></b>	<b><u>DATE</u></b>	<b><u>TIME</u></b>	<b><u>ROOM</u></b>
Board of Directors Meeting	Wednesday	3	10:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Stationary Source Committee	Wednesday	10	10:00 a.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Community Equity, Health, and Justice Committee	Wednesday	10	1:00 p.m.	1 <sup>st</sup> Floor, Yerba Buena Room
Board of Directors Policy, Grants and Technology Committee	Wednesday	17	10:00 a.m.	1 <sup>st</sup> Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	17	1:00 p.m.	1 <sup>st</sup> Floor Board Room
Community Advisory Council Meeting	Thursday	18	6:00 p.m.	TBD

**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: July 16, 2025

Re: Approval of the Draft Minutes of the Policy, Grants, and Technology  
Committee Meeting of June 18, 2025

RECOMMENDED ACTION

Approve the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of June 18, 2025.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of June 18, 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 June 18, 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, June 18, 2025

## **DRAFT MINUTES**

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

### **CALL TO ORDER**

1. **Opening Comments:** Policy, Grants, and Technology Committee (Committee) Chairperson, Vicki Veenker, called the meeting to order at 10:00 a.m.

#### **Roll Call:**

Present, In-Person (Bay Area Metro Center (375 Beale Street, 1<sup>st</sup> Floor Board Room, San Francisco, California, 94105): Committee Chairperson Vicki Veenker; and Directors Ken Carlson and David Haubert.

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 (San Mateo County Board of Supervisors, 500 County Center, 5th Floor, Redwood City, CA 94063): Director Ray Mueller.

Present, In-Person Satellite Location (City of San Bruno, 567 El Camino Real, Room 138, San Bruno, CA 94066): Director Rico E. Medina.

Present, In-Person Satellite Location (Office of Santa Clara County, 1st Floor Conference Room, 70 W. Hedding Street, San Jose, CA 95110): Directors Margaret Abe-Koga, Otto Lee, and Sergio Lopez.

Present, In-Person Satellite Location (Tampa Marriott Water Street, 505 Water Street, Tampa, FL 33602): Vice Chairperson Juan González III.

Absent: Director Joelle Gallagher.

2. **PLEDGE OF ALLEGIANCE**

## **CONSENT CALENDAR**

### **3. APPROVAL OF THE DRAFT MINUTES OF THE POLICY, GRANTS, AND TECHNOLOGY SPECIAL COMMITTEE MEETING OF APRIL 16, 2025**

#### **Public Comments**

No requests received.

#### **Committee Comments**

None.

#### **Committee Action**

Director Carlson made a motion, seconded by Director Medina, to **approve** the Draft Minutes of the Policy, Grants, and Technology Special Committee Meeting of April 16, 2025; and the motion **carried** by the following vote of the Committee:

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

## **ACTION ITEM**

### **4. STATE AND FEDERAL LEGISLATIVE UPDATES**

Alan Abbs, Legislative Officer, gave the staff presentation *State and Federal Legislative Updates*, including: recommended action; outline; State Legislative update; Air District co-sponsored bills: Assembly Bill (AB) 14 (Hart) and Senate Bill (SB) 282 (Wiener); Board-approved position bills: AB 339 (Ortega), AB 546 (Caloza), AB 674 (Connolly), AB 907 (Chen), AB 914 (Garcia), AB 1106 (Rodriguez), AB 1352 (Solache), AB 1368 (Wallis), SB 69 (McNerney), SB 318 (Becker), 712 (Grove); bills for Committee consideration: SB 34 (Richardson); State Budget update Fiscal Year (FY) 2025-26: dates and deadlines; Federal Legislative update; and recap of action requested.

#### **Public Comments**

No requests received.

#### **Committee Comments**

The Committee and staff discussed the following:

Regarding SB 34 (Richardson) – Air pollution: South Coast Air Quality Management District: mobile sources: public seaports: the Air District's current authority on indirect sources of emissions; funding sources that the Air District has used to support the Port of Oakland's electrification projects; and whether the co-sponsors of this bill represent various ports in California, and if so, whether they authored this bill to address current or future regulations.

Regarding the FY 2025-2026 State Budget: ways in which Board members can support the California Legislature regarding State Budget negotiations.

Regarding federal updates: the recent revocation of California's Clean Air Act waivers for vehicle emissions, and why the Congressional Review Act is considered novel, in these circumstances; the REINS Act (Regulations from the Executive in Need of Scrutiny Act); and how federal claw backs may affect future Air District staffing levels and potential revenue loss.

### Committee Action

Chair Veenker made a motion, seconded by Director Haubert, to recommend the Board **adopt** a position of OPPOSE regarding SB 34 (Richardson) – Air pollution: South Coast Air Quality Management District: mobile sources: public seaports; and the motion **carried** by the following vote of the Committee:

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

### OTHER BUSINESS

#### 5. **PUBLIC COMMENT ON NON-AGENDA MATTERS**

Public comments were given by Tim Sbranti, Contra Costa Building and Construction Trades Council; Mark Williams, Jr., Environmental Justice League (EJL); Camika Robinson, EJL; Mark Williams, Sr., EJL; Yvonne Eashman, EJL; Michael, Richmond resident; Michael Randall, EJL; Elise Evans, EJL; Dr. Robert Parham, Economic Justice League; Sheryl Mullins, Tenderloin Neighborhood Development Corporation; Rich Peterson, EJL; Earl Johnson, Jr.; and Cassidy Ochoa, Richmond resident.

#### 6. **COMMITTEE MEMBER COMMENTS**

Director Mueller requested the following:

- A future agendized item at an upcoming Policy, Grants, and Technology Committee meeting regarding the Air District's status on the development of a socioeconomic impact analysis policy that stakeholders representing industry and building trades requested in 2023;
- Involvement of the public (all stakeholders);

- If the Stationary Source Committee (which staff believes is the appropriate body to address this, prior to the full Board) does not wish to agendize this issue, it must be agendized at a future upcoming Policy, Grants, and Technology Committee meeting; and
- A report at the July 16, 2025, Policy, Grants, and Technology Committee meeting, indicating which committee will agendize this issue.

Regarding the same issue, Director Haubert requested the following:

- A side-by-side comparison of the provisions within Section 40728.5 of the California Health and Safety Code (which requires an assessment of the socioeconomic impacts of proposed air quality rules) and socioeconomic impact analysis policy actions that industry has asked the Air District to take.
- The creation of a working group or ad hoc committee composed of Air District staff representatives of industry that focuses on economic impacts, specifically, pending and potentially future refinery downsizing and/or closures.
- The request to accelerate the streamlining of the Air District's permitting process and reduce the application backlog.

Regarding the same issue, Director González asked staff to explain how proposed changes to existing practices would be impactful.

## **7. TIME AND PLACE OF NEXT MEETING**

Wednesday, July 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.

## **8. ADJOURNMENT**

The meeting was adjourned at 11:34 a.m.

Marcy Hiratzka  
Clerk of the Boards

**BAY AREA AIR DISTRICT**  
Memorandum

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

From: Philip M. Fine  
Executive Officer/APCO

Date: July 16, 2025

Re: Update on Bay Area Climate Action Plan Initiatives

**RECOMMENDED ACTION**

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

**BACKGROUND**

In July 2023, the Air District and Santa Clara County each received \$1 million Climate Pollution Reduction Grants from the United States Environmental Protection Agency (US EPA) to lead the development of regional climate action plans. The purpose of the plans is to reduce greenhouse gas (GHG) emissions and other harmful air pollutants through measures that meaningfully benefit communities that bear the brunt of the impacts from fossil fuel dependence, referred to herein as frontline communities.

The Air District is leading the Bay Area Regional Climate Action Plan (BARCAP) initiative. The BARCAP planning region encompasses Alameda, Contra Costa, Marin, Napa, San Francisco, and San Mateo counties, and the portions of Solano and Sonoma counties that fall within the Air District's jurisdiction. Santa Clara County is leading, in partnership with San Benito County, development of a Comprehensive Climate Action Plan (CCAP) for the San Jose-Sunnyvale-Santa Clara Metropolitan Statistical Area that includes all of Santa Clara County and San Benito County. Air District staff are working in close coordination with staff leading the Santa Clara County climate planning effort.

As required by the US EPA grant guidelines, both the BARCAP and CCAP are being developed in two phases. The first phase included priority climate action plans, which focused on priority emissions sectors and key measures to reduce emissions on a near-term, regional scale. These priority plans were submitted to the US EPA in the first quarter of 2024. The second phase of the grant program requires the development of comprehensive climate action plans addressing all economic sectors that will help both regions meet long-term GHG reduction targets. The comprehensive plans will be submitted to the US EPA by December 1, 2025.

Air District staff presented an update on the BARCAP to the Policy, Grants and Technology Committee on March 19, 2025. The presentation included a high-level review of the regional GHG emissions inventory and early ideas for GHG reduction measures. This is the first time that the Committee will be receiving a presentation on Santa Clara County's CCAP.

## DISCUSSION

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

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

The Air District has led a robust engagement process to collect important information on community priorities, existing and planned policy and planning efforts, and technical challenges and opportunities. Through a series of interactive working sessions with technical stakeholders, community and public workshops, and input from local governments and the Advisory Work Group, Air District staff has led the development of draft GHG reduction measures for all economic sectors (transportation, residential and commercial buildings, industry, electricity generation (power), waste and materials management, and agriculture/natural and working lands). The BARCAP will evaluate the potential GHG emissions reductions as well as criteria pollutants and toxic air contaminants reduction co-benefits of all measures in the plan. It will also include an analysis of benefits and disbenefits to frontline communities and an assessment of funding availability for the plan implementation.

Draft measures for the BARCAP are currently open for public review and comment. The draft measures can be reviewed and commented on at <https://barcap.konveio.com/bay-area-regional-climate-action-plan>. Comments can also be submitted to the Air District via email, at [planning@baaqmd.gov](mailto:planning@baaqmd.gov). The public comment period closes on July 28, 2025. Air District staff will use input received from the comment period to inform the final BARCAP measures. The BARCAP will be submitted to the US EPA by December 1, 2025.

In the South Bay, Santa Clara County and San Benito County are working collaboratively together and with partners from the Santa Clara County Climate Collaborative Climate Protection Reduction Grant (CPRG) Work Group, which includes members from public agencies and non-profits in Santa Clara and San Benito counties. The CCAP is being developed to support investment in policies, practices, and technologies that reduce GHG and air quality emissions, create high-quality jobs, spur economic growth, and enhance the quality of life for the communities in San Benito and Santa Clara counties.

Through this climate planning effort, the counties aim to achieve net-zero emissions by coordinating climate action planning among cities and stakeholders, pooling resources, and leveraging community-centered strategies. Although several of the cities within the counties have developed their own climate action plans, this grant provides an opportunity to develop detailed strategies, measures, and actions at the regional scale, which has not been previously addressed. Focusing on action at the regional scale has allowed the counties to collaborate with other regional partners to address regional issues, such as transportation and mobility, and align with and multiply existing programs to more rapidly address climate change.

Air District staff will present an update on the BARCAP initiative, focusing on outreach and engagement activities conducted to date. The presentation will highlight several draft measures and discuss how the Air District has been coordinating the BARCAP initiative with other US EPA Climate Pollution Reduction Grant efforts in California. Santa Clara County staff will present an overview of the CCAP planning initiative, including a high-level discussion of the region's GHG inventory and draft CCAP measures. The presentation will discuss how the County has been coordinating with the Air District throughout this process.

#### BUDGET CONSIDERATION/FINANCIAL IMPACT

The \$1 million grant award was allocated to the Air District's Fiscal Year End (FYE) 2025 budget and FYE 2026 budget.



Respectfully submitted,

Philip M. Fine  
Executive Officer/APCO

Prepared by: Abby Young  
Reviewed by: Wendy Goodfriend

ATTACHMENT(S):

1. Draft Public Review Bay Area Regional Climate Action Plan Measures
2. Update on the Bay Area Regional Climate Action Plan Initiative Presentation
3. Overview of Santa Clara and San Benito County's Comprehensive Climate Action Plan Presentation

## Bay Area Regional Climate Action Plan Measures for Public Review

### What is the Bay Area Regional Climate Action Plan?

The Bay Area Regional Climate Action Plan (BARCAP) is a regional-level plan to move the Bay Area towards carbon neutrality, developed with support from the US Environmental Protection Agency (EPA) Climate Protection Reduction Grant (CPRG) program.

The BARCAP focuses on what can be done through regional-scale action and collaboration to reduce greenhouse gas emissions (GHGs) and address issues that can be very difficult for individual cities and counties to address on their own. It is designed to complement, rather than duplicate, climate planning efforts at the state, county, and city levels by filling gaps, addressing common challenges, and by building upon, expanding and accelerating climate solutions that are already happening in the region.

The Air District is coordinating the development of the BARCAP, along with a broad array of Bay Area regional agencies, local governments, community organizations, community energy providers, and technical experts. The BARCAP will be implemented by this rich mix of agencies and organizations that each have unique expertise and authority to implement different actions. The Air District will therefore be one of many implementers of the BARCAP.

The BARCAP covers Alameda County, Contra Costa County, Marin County, Napa County, City and County of San Francisco, San Mateo County, and the southern portions of Sonoma County and Solano County that are included in the Air District's jurisdiction. Santa Clara County is considered by the EPA as part of a neighboring but separate planning area for the CPRG program and has received its own planning grant. Air District staff is coordinating closely with staff from Santa Clara County during this process.

The BARCAP measures focus on reducing GHG emissions in areas within which local and regional governments have implementing authority, including the following sectors: Buildings, Power, Transportation, Waste, and Natural and Working Lands. Current state law prohibits local air districts from regulating carbon dioxide emissions from sources covered by the state's Cap and Trade regulation. This includes many industrial facilities, including refineries, in the region. Roughly 85% of Bay Area's industrial sector GHG emissions are covered by Cap-and-Trade. The Air District can, and does, regulate other GHG emissions from industry, such as methane. For this reason, the BARCAP is focused on non-industrial sectors for climate action.

## How to read the Measures Document

The Measures Document includes sector-specific sections. Each section includes introductory text that defines the sector and provides some helpful context-setting information, such as major sources of emissions and the focus of the BARCAP for that sector, followed by a table describing the measures.

Each measure in the table includes:

- measure title and description
- GHG reductions– qualitative description of reductions (low, medium, high), or if reductions are not quantified for that measure because that measure is considered *supportive* of achieving reductions for another measure<sup>1</sup>

Category	Emissions Range (representative annual GHG reductions <sup>2</sup> ) MMTCO <sub>2</sub> e
Supporting	Not quantified
Low	< 0.5 MMTCO <sub>2</sub> e
Medium	0.5 – 5 MMTCO <sub>2</sub> e
High	> 5 MMTCO <sub>2</sub> e

- potential co-benefits – in addition to GHG reductions
- potential metrics – potential ways to track progress in implementing the measures and actions
- implementing actions – one or more actions that implement different parts of the measure
- implementers – implementers for actions are divided into “lead implementers” that would coordinate or manage the overall implementation of an action, and “supporting implementers” that would participate in the implementation of an action but would not take a leading role (for some actions, lead or supporting implementers are known, for other actions where discussions on implementation are still ongoing, *proposed* implementers are listed). While all implementers are indicated as “proposed” in this document, several have confirmed their participation in implementation and the Air District is working to confirm other implementers.
- timeframes –each action can start in the short-, medium-, or long-term (even though full implementation of the action may occur over a longer time period)
  - short-term = all or part of the action can begin implementation within two years from plan finalization
  - medium-term = all or part of the action can begin implementation within 2-5 years
  - long-term = all or part of the action can begin implementation after five years

<sup>1</sup> ICF developed these qualitative GHG reduction estimates for the draft measures. More detailed quantification for each measure and a full methodology description will be provided in the final BARCAP document.

<sup>2</sup> The representative annual GHG reductions are the average annual (per year) change in emissions for the analysis period (2025-2050) for measures.

## How the measures were developed

The draft measures were developed over the past year and a half, informed by a variety of outreach and engagement activities, including:

- working with community-serving organizations to create design principles to guide measure development (see below)
- four workshops in frontline communities, developed and co-led with community-based organizations
- two public workshops (a third public workshop is scheduled for July 22, 2025)
- a region-wide public survey
- meetings with local governments
- meetings with technical experts and potential implementers in each sector

A set of nine Design Principles guided measure development. They were first developed in 2023 in partnership with community-serving organizations and informed by input from local governments and regional agencies based on what they have heard directly from their communities. The Air District further refined the Design Principles based on feedback from workshops in frontline communities.

Nine Measure Development Design Principles	
<b>Climate equity:</b> Provide direct, meaningful, desired, and assured benefits to frontline communities, with a particular focus on Black, Indigenous, and People of Color (BIPOC) communities.	<b>Health &amp; safety:</b> Improves living and/or working conditions (e.g. indoor and outdoor air quality, safety in green spaces, traffic safety, and pedestrian safety), especially in frontline communities.
<b>Cooperative:</b> Build upon and integrate existing efforts to expand impact, rather than introduce duplication.	<b>Housing and community stability:</b> Supports people, especially renters and low-income homeowners, to be housed and remain in their homes by increasing healthy, resilient housing with affordable electricity and accessible transportation options. Considers how communities use and connect to spaces.
<b>Coordinated:</b> Build cooperation and peer working relationships among local government and community-based organizations that builds community capacity and empowers community leadership within and across counties, in consultation with community members through culturally relevant, multi-lingual, trusted-messenger-delivered outreach to reach frontline communities and other vulnerable groups including recent immigrants, Indigenous communities, and youth.	<b>High-Quality Jobs &amp; Local Entrepreneurship:</b> Creates lasting, high-quality, family-sustaining high-road jobs and other pathways to economic sovereignty in frontline communities.

<b>Funding:</b> Increases access to critical financing and funding mechanisms for frontline communities and other key stakeholders (including operations and maintenance) and identifies alternative financing mechanisms that provide sustained benefits for frontline communities.	<b>Resilience:</b> Builds resilience, especially for frontline communities, through changing climate conditions in the near and long term, increasing preparedness to respond to climate-related emergencies.
<b>Genuine affordability and access:</b> Increases access to housing and transportation, and other community benefits like green spaces, reduces or does not increase costs (e.g. housing, transportation, energy) and considers options to expand and improve access and affordability.	

## How your feedback will be used

The draft measures will be open for public review and feedback until July 28, 2025. All feedback provided through this process will be reviewed by Air District staff and shared with the BARCAP's Advisory Work Group.<sup>3</sup> Draft measures may be modified to reflect public feedback, including implementing actions, potential implementers, tracking metrics, etc. at the discretion of the Air District.

The BARCAP document will be submitted to the EPA by December 1, 2025.

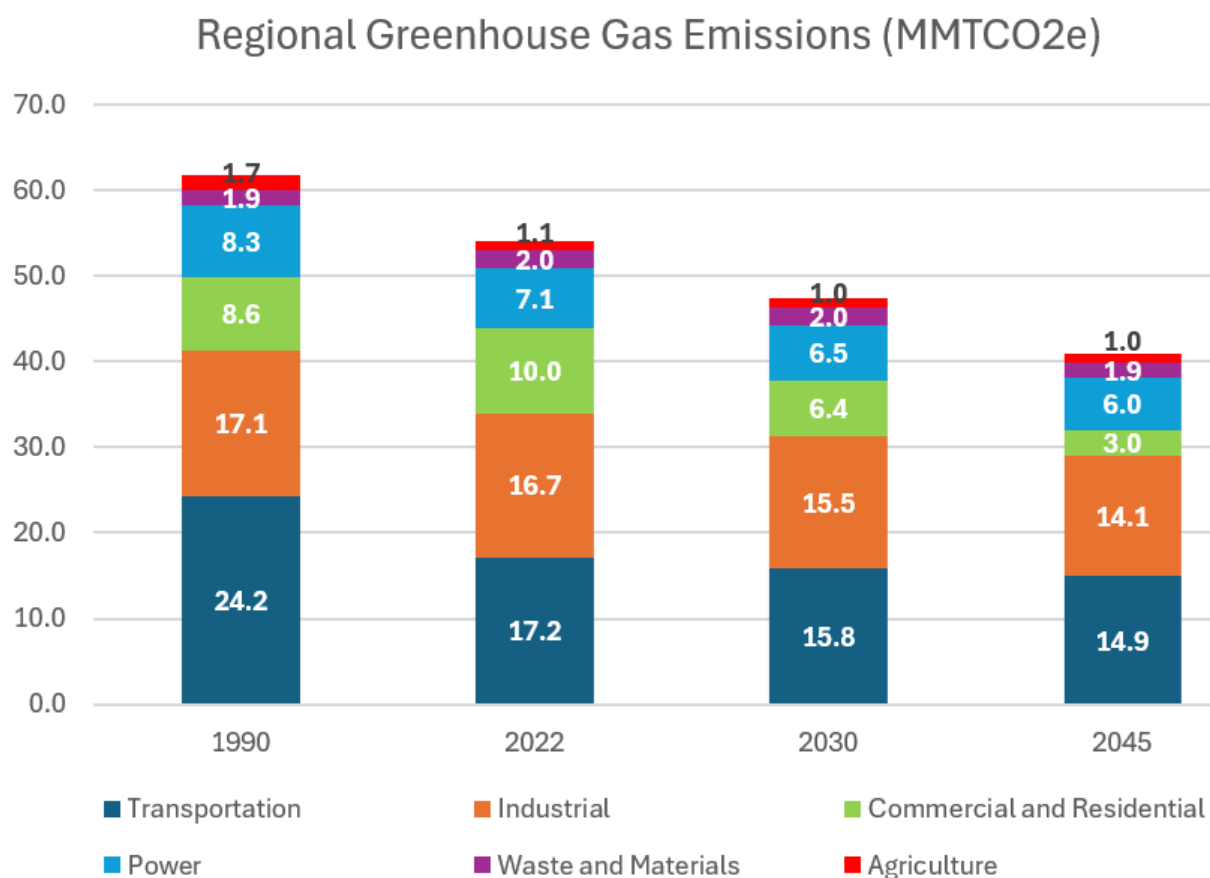
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<sup>3</sup> The Advisory Work Group consists of staff from regional agencies (the Bay Area Regional Collaborative, the Association of Bay Area Governments' Bay Area Renewable Energy Network [BayREN], and Metropolitan Transportation Commission), the counties included in the planning area, the City of Oakland, and several community-serving and community-based organizations.

## Buildings Sector Draft Measures

### Overview of the Buildings Sector

The commercial and residential sector of the Bay Area Air District's 2025 greenhouse gas (GHG) inventory<sup>4</sup> includes direct emissions from homes, commercial businesses, office spaces, places of business, worship, and congregation, entertainment venues, etc., excluding those classified as agricultural and industrial activities. GHG emissions from the sector include fossil fuel combustion for heating, cooling and cooking, leaks of refrigerants from equipment, lawn and garden equipment, etc.



The commercial and residential sector accounted for 18% GHG emissions in 2022 in the BARCAP region (10 million metric tons of carbon dioxide equivalents (MMTCO<sub>2</sub>e)), with residential and commercial combustion of natural gas as the largest contributors, accounting for approximately 42% and 23% of total emissions from the sector, respectively. GHG emissions from this sector within the BARCAP region increased between 1990 and 2022 but are projected to decrease significantly over the next twenty years – largely driven

<sup>4</sup> To be published summer 2025

by state and regional policies that facilitate transitioning buildings off natural gas – accounting for approximately just 7% of the region's total <sup>5</sup> in 2045 (3 million MMTCO<sub>2</sub>e).

California buildings constructed over the past century – including most Bay Area homes – mainly rely on natural gas for space and water heating, which together comprise the vast majority of the sector's GHG emissions. For the BARCAP, the building sector focuses on the GHG emissions generated by the combustion of fuels<sup>6</sup> to provide key services such as space heating, water heating, cooking, and clothes washing, primarily in the residential building stock. As the state's supply of renewable electricity continues to increase toward a goal of [100% by 2045](#), a larger share of building emissions will be attributable to natural gas. Switching gas appliances to clean, efficient, electric alternatives like heat pumps is commonly referred to as building decarbonization or building electrification.

**Sector Goal:** *Accelerate the transition to healthy, zero emission homes for all by supporting equitable implementation of existing regulations, integrating and leveraging programs to reduce emissions while improving housing conditions for those most in need, and supporting the growth of a successful, well-trained and diverse workforce.*

**The [California Air Resources Board's 2022 Scoping Plan for Achieving Carbon Neutrality \(Scoping Plan\)](#) scenario for the building sector reflects the following [policy goals established by Governor Newsom](#):**

- Deploy 6 million heat pumps by 2030 (water and space heating)
- Deliver 3 million homes with heat pumps by 2030 (7 million by 2035)
- Direct 50% of investments to low-income and disadvantaged communities

State and local government policies and investments support these goals through activities such as “reach” building codes, financial incentive programs, and public education efforts, which have all expanded greatly over recent years, driving innovation and market transformation. In 2023, the Bay Area Air District adopted [Rules 9-4 and 9-6](#) (“appliance rules”) which phase-in requirements that aim to eliminate nitrogen oxides<sup>7</sup> (or “NO<sub>x</sub>,” which worsens air quality and harms public health when released to the atmosphere) from space and water heating appliances. While these rules establish limits on air pollutants to protect public health, they can also dramatically reduce GHG emissions by displacing natural gas with emissions-free electricity. The rules do not require the use of electric equipment, but it is expected that many property owners will choose efficient electric heat pump technology to meet the regulatory requirements. If everyone chooses electric appliances, at full implementation (i.e. when all NO<sub>x</sub>-emitting appliances covered by the rules have been replaced with zero NO<sub>x</sub>), the appliance rules could reduce building sector natural gas emissions by 69% below 2022 levels.

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<sup>5</sup> This includes GHG emission reduction co-benefits

<sup>7</sup> When released to the atmosphere, NO<sub>x</sub> reacts with other chemicals in the air to form both fine particulate matter (PM<sub>2.5</sub>) and ozone (O<sub>3</sub>), both which contribute significantly to poor air quality and can cause and exacerbate respiratory illnesses such as asthma.

It is important to note that energy efficiency (EE), which has been a staple of state and local efforts to reduce building sector emissions over the past several decades, is already being addressed by programs administered by the Bay Area Regional Energy Network (BayREN). So, while it is not explicitly stated as its own measure in the BARCAP, energy efficiency is acknowledged as a critical tool to support achieving sector goals, and the BARCAP aims to take a highly strategic and targeted approach to driving its benefits to traditionally underserved Bay Area populations (see measure B-2 and supporting actions, below).

BARCAP public survey results showed relatively strong regional support for transitioning buildings from gas to all-electric (ranked fifth out of thirteen potential focus areas for climate action).

Members of the region's frontline communities who participated in the BARCAP engagement process expressed concerns about how renters would be impacted by the costs associated with implementation of the appliance rules and perceived challenges with finding skilled contractors for zero NOx appliances. They also expressed support for simplifying the permit process for zero NOx appliances, increasing the availability of multilingual contractor training, and expanding efforts to combine building health and safety retrofits with electrification upgrades.

**The BARCAP therefore focuses on** three main areas:

- 1) Address key challenges with implementing regional zero NOx appliance rules
- 2) Support low-income households by integrating home repair, energy efficiency and weatherization services with building decarbonization incentives
- 3) Grow the building decarbonization workforce by connecting employers with diverse and well-trained personnel

### **Measure B-1: Support Implementation of the Air District's Zero NOx Building Appliances Rules by Addressing Key Opportunities and Challenges**

Support an equitable and affordable transition to healthy, zero NOx water and space heating for buildings in the region by addressing key implementation challenges of the Air District's appliance rules, which go into effect for small gas residential water heaters in 2027 and gas furnaces in 2029. Actions are informed by the Air District's Implementation Working Group in addition to BARCAP stakeholder engagement.

GHG reductions in 2045: Low

Potential co-benefits: Reduced exposure to air pollution, climate resilience, job creation, reduced energy costs, improved housing quality, enhanced community engagement

Potential metrics:

# of new outreach activities and/or information resources provided that advance any of the actions, particularly in or for overburdened communities. Examples include: tabling at events,



sending online communications, or presenting at industry gatherings about appliance rules and/or sharing resources regarding supportive strategies e.g. low-power appliance options, SB 282/permit streamlining approaches.

# of jurisdictions adopting the model code or streamlined permitting for zero NOx appliances.

Actions	Implementers	Timeframe to start implementation
<p><b>B-1.1: Leverage partnerships and coordinate with key supply chain entities to develop together a suite of activities to increase zero NOx appliance awareness and adoption to support high-levels of compliance and equipment performance</b></p> <p>Example activities could include:</p> <ul style="list-style-type: none"> <li>• coordinate and deliver consistent outreach and marketing campaigns through distribution networks regarding zero NOx appliance benefits, products, and services;</li> <li>• promote aligned/consistent contractor training and sales tools (aligns with and supports Measure B-3);</li> <li>• support the provision of non-equipment retrofit materials at distribution centers such as duct kits/terminations, insulated flex duct, grilles, louvered doors, enclosures, etc.; and</li> <li>• collect and share data regarding contractor installations (models, UEF ratings, voltage, etc.) to help distributors fine-tune inventory stocking to best match local housing stock and to inform incentive program design.</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional agency</p> <p><b>Proposed Supporting Implementers:</b> CA Heat Pump Partnership (CAHPP), Energy Solutions' Trade Ally Management Program)</p>	<p><b>Short-term</b></p>
<p><b>B-1.2: Support policy development efforts and disseminate best practices that streamline permitting for heat pump installations and promote electrification readiness in Bay Area jurisdictions</b></p> <p>Coordinate local development and implementation of supportive policies with regional partners such as BayREN and community choice aggregators. Collect</p>	<p><b>Proposed Lead Implementer:</b> Air District</p> <p><b>Proposed Supporting Implementers:</b> BayREN, community choice aggregators,</p>	<p><b>Short-term</b></p>

and disseminate model code language to support local code updates that focus on preparing buildings for future electric appliances.	SPUR, Sonoma County Transportation and Climate Authorities and other local governments	
<p><b>B-1.3: Promote and increase awareness of low-power appliance options and other panel optimization strategies with multi-language communications that will help people avoid unnecessary electrical service upgrades</b></p> <p>Reduce upfront costs for zero NOx appliance replacements by helping avoid expensive panel upgrades by propagating the knowledge and use of low power appliance options like 120 Volt heat pump water heaters (HPWH) and panel optimization strategies (e.g. circuit splitters and/or smart electric panels which can balance home electric loads in real-time to make the most of existing service capacity). Collaborate with key partners to spread knowledge and best practices to a range of key audiences.</p>	<p><b>Proposed Lead Implementer:</b> Air District</p> <p><b>Proposed Supporting Implementers:</b> CAHPP, SPUR, Build It Green POWER group, community choice aggregators, community organizations</p>	Short-term
<p><b>B-1.4: Explore new funding and financing opportunities to augment existing sources to further reduce financial burdens, especially for low income building owners and tenants</b></p> <p>Seek out new capital sources and mechanisms, including easy-to-use financing options with strong consumer protections, that solve upfront cost barriers.</p>	<p><b>Proposed Lead Implementer:</b> Air District</p> <p><b>Proposed Supporting Implementers:</b> Community choice aggregators, BayREN, State of California, specialty lenders</p>	Short-term
<p><b>B-1.5: Develop and deliver culturally competent and multilingual information, outreach and marketing campaign about the zero NOx building appliance rules, focusing on low-income and overburdened homeowners and renters, and multifamily building owners</b></p>	<p><b>Proposed Lead Implementer:</b> Air District</p> <p><b>Proposed Supporting Implementers:</b></p>	Short-term

Develop an awareness-building communications campaign to ensure stakeholders in the Bay Area know about the upcoming compliance dates for the zero NOx appliance rules. Partner with key organizations and community partners to leverage their networks and ensure a wide reach.	BayREN, local governments, Building Decarbonization Coalition, CAHPP, community organizations	
<b>B-1.6 Expand engagement with affordable multifamily housing owners (deed-restricted and naturally-occurring) to address technical, financial, and community challenges related to zero NOx appliance rules, and co-develop solutions to ensure owners get the resources and support they need so residents and owners benefit from the transition to clean appliances</b>  Work with key agencies and other partners to engage closely with affordable housing owners to increase shared understanding of opportunities and constraints regarding the transition to healthy zero NOx appliances.	<b>Proposed Lead Implementer:</b> Air District  <b>Proposed Supporting Implementers:</b> BayREN, local governments, affordable housing providers, community organizations	<b>Short-term</b>
<b>B-1.7 Provide education regarding best practices for those that choose to self-install heat pump water heaters (i.e. Do-It-Yourself'ers, or DIY'ers)</b>  Provide helpful guidance that promotes safe and correctly done installations by homeowners who have the technical ability and motivation to install their own zero Nox appliance, to increase the likelihood that units perform as intended.	<b>Proposed Lead Implementer:</b> Air District  <b>Proposed Supporting Implementers:</b> Sonoma County Transportation and Climate Authorities and other local governments	<b>Short-term</b>
<b>B-1.8 Collaborate with Northwestern Energy Efficiency Alliance (NEEA) and others to support the development and piloting of split-system heat pump water heaters that can address constrained space installation challenges for Rule 9-6</b>  Work with key partners in the region to support market adoption of new small form-factor HPWH designs through pilot projects, performance	<b>Proposed Lead Implementer:</b> Air District  <b>Proposed Supporting Implementers:</b> Community choice aggregators, TECH	<b>Short-term</b>

reporting, and outreach and education activities to share lessons learned.	Clean CA, building owners, others	
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## Measure B-2: Advance Decarbonization and Public Health Goals by Integrating Electrification Incentives with Home Repair and Weatherization Services and Other Non-Energy Programs Targeted Toward Low-Income and Frontline Communities

<p>Perform holistic building retrofits that include energy efficiency, electrification, and home repair and remediation by braiding together and augmenting funding, services, and other assistance from existing programs. Focus retrofits in the region's low-income and frontline communities. This measure builds upon the <a href="#">Air District's Bay Area Healthy Homes Initiative</a>, and the initial buildings-focused program concept first articulated in the CPRG Priority Climate Action Plan (called the "Bay Area Clean Homes Initiative," or "BACHI"). Implementation of this measure is highly dependent on seeking and obtaining other funding sources (per B-2.1). BayREN and the Air District are committed to leading this exploration in partnership with other key organizations as noted below.)</p> <p><u>GHG reductions in 2045:</u> Low</p> <p><u>Potential co-benefits:</u> Reduced exposure to pollution, climate resilience, reduced energy costs, improved housing quality, enhanced community engagement</p> <p><u>Potential metrics:</u> # of homes receiving remediation and EE upgrades, # of homes electrified and receiving solar</p>		
Actions	Implementers	Timeframe to start implementation
<p><b>B-2.1: Explore new funding and financing opportunities for home repair, public health, energy efficiency, and decarbonization programs to augment existing sources.</b></p> <p>Identify new, additive financial resources to support the planning, integration, and execution of pulling together existing programs that will lead to positive health and climate outcomes and improved housing conditions for frontline communities.</p>	<p><b>Proposed Lead Implementer:</b> BayREN</p> <p><b>Proposed Supporting Implementers:</b> Air District, community choice aggregators, PG&amp;E</p>	<p><b>Short-term/ongoing</b></p>

<p><b>B-2.2: Make home decarbonization retrofits more affordable and accessible through coordinated efforts to use all capital and programmatic options</b></p> <p>Braid together existing resources (funding, technical assistance, outreach) to ensure the benefits of building decarbonization are made available to those with the fewest means to participate and who can benefit the most.</p>	<p><b>Proposed Lead Implementer:</b> BayREN</p> <p><b>Proposed Supporting Implementers:</b> Community choice aggregators and municipal electric utilities</p>	<p><b>Short-term/ongoing</b></p>
<p><b>B-2.3: Partner with PG&amp;E to map ideal locations for decommissioning<sup>8</sup>, work with counties to coordinate and conduct outreach</b></p> <p>Advance early-stage planning efforts to pilot targeted neighborhood-scale natural gas distribution system decommissioning that can scale-up building electrification and offset future investments in GHG-and-capital intensive gas infrastructure.</p>	<p><b>Proposed Lead Implementer:</b> BayREN, PG&amp;E</p> <p><b>Proposed Supporting Implementers:</b> Sonoma County Transportation and Climate Authorities and other local governments</p>	<p><b>Short-term</b></p>
<p><b>B-2.4: Pilot a mini-BACHI retrofit program that combines home repair, EE and decarbonization services and incentives.</b></p> <p>Work with Rebuilding Together and Habitat for Humanity to leverage programmatic resources (funding, technical assistance, outreach) to implement holistic home retrofits for low-income and frontline communities within 2-3 counties.</p>	<p><b>Proposed Lead Implementer:</b> BayREN, Rebuilding Together</p> <p><b>Proposed Supporting Implementers:</b> Habitat for Humanity Bay Area, Association for Energy Affordability (AEA), Sonoma County Transportation and Climate Authorities and other local</p>	<p><b>Medium-term</b></p>

<sup>8</sup> In this context, decommissioning refers to the process of taking a section of the natural gas distribution system completely out of service for a specific subset of end users and customers. This would eliminate the need for future costly investments into system maintenance and upgrades and hazards associated with gas infrastructure, which could then be allocated towards building decarbonization.

	governments, community choice aggregators, PG&E	
<p><b>B-2.5: Based on lessons learned from pilot (B-2.4), secure funding to expand the mini-BACHI pilot retrofit program to all Bay Area counties with a focus on partnering with affordable housing programs and owners to identify sites and project opportunities.</b></p> <p>Use lessons learned from initial pilot experiences (from B-2.4) to adjust and expand efforts to additional Bay Area counties with an added emphasis to work with and support different types of affordable housing sites (deed-restricted and naturally-occurring).</p>	<p><b>Proposed Lead Implementer:</b> BayREN, Rebuilding Together</p> <p><b>Proposed Supporting Implementers:</b> Habitat for Humanity Bay Area, and Association for Energy Affordability (AEA), Sonoma County Transportation and Climate Authorities and other local governments, community choice aggregators, PG&amp;E</p>	<b>Long-term</b>

**Measure B-3: Support Collaborations and Partnerships to Ensure the Building Decarbonization Workforce is Successful, Skilled, and Diverse Enough to Serve the Entire Region Effectively and in a Culturally Competent Manner**

Support the transition to healthy, emissions-free buildings by ensuring there is a trained and sufficient contractor workforce equipped with the new skills and knowledge required to install efficient, electric heat pumps. While public funding for incentives has set a foundation for early adopters in the field, the building decarbonization contractor base needs to scale up significantly to effectively implement the zero NOx appliance rules and achieve state, regional, and local building decarbonization goals, especially considering the transition from gas to electric appliances and as incumbent workers age-out of the workforce. These actions aim to support this outcome by creating an attractive and sustainable business environment that highlights today's heat pump contractors, increasing their overall numbers, and focusing on building the next generation of workers that reflects the diverse and multilingual communities of the Bay Area.

GHG reductions in 2045: Supporting

Potential co-benefits: Employment opportunities, job training		
Potential metrics: # of activities (such as specialized heat pump trainings, peer-to-peer mentorship sessions)		
Actions	Implementers	Timeframe to start implementation
<p><b>B-3.1: Highlight and promote contractors who hold established certifications and credentials (e.g. <a href="#">U.S. DOE Energy Skilled recognition</a>) that indicate they are skilled and knowledgeable about heat pumps, and partner with incentive program administrators and other organizations to communicate their value proposition for customers</b></p> <p>Provide easy-to-access training that “meets contractors where they are” and focuses on enabling quality installations are key to a successful transition to zero NOx appliances. Work with key partners to highlight contractor designations obtained through training programs that promote quality installation practices to consumers.</p>	<p><b>Proposed Lead Implementers:</b> State and regional organizations</p> <p><b>Proposed Supportive Implementers:</b> Community choice aggregators, Sonoma County Transportation and Climate Authorities and other local governments, community organizations</p>	Short-term
<p><b>B-3.2: Explore funding opportunities and partnerships to expand education, training, business growth and other targeted support of Minority/Women/ Disadvantaged Business Enterprises (MWD BE) contracting companies to become active in building decarbonization program and project opportunities</b></p> <p>Facilitate collaborations with Bay Area entities to develop resources that empower minority, women-owned and other disadvantaged companies to increase their opportunities and participation in the growing building decarbonization sector.</p>	<p><b>Proposed Lead Implementer:</b> Regional organizations</p> <p><b>Proposed Supporting Implementers:</b> Community choice aggregators, local nonprofit workforce training organizations</p>	Short-term
<p><b>B-3.3: Explore the creation of a contractor mentorship program that leverages the experiences and knowledge of high-performing heat pump installers (“volume installers”) to share information and tips that explain the business</b></p>	<p><b>Proposed Lead Implementer:</b> Regional organization</p>	Short-term

<p><b>opportunity to gas-centric contractors so they get interested in electric heat pump upskilling and training opportunities</b></p> <p>Work to develop and implement a “mentorship-style” program that leverages peer-to-peer learning and information sharing that inspires contractors who have been hesitant to shift to heat pumps to engage in training and business opportunities. Contractors trust other contractors for good industry advice.</p>	<p><b>Proposed Supporting Implementers:</b></p> <p>TECH Clean CA, CAHPP, community choice aggregators, Sonoma County Transportation and Climate Authorities and other local governments</p>	
<p><b>B-3.4: Assemble a regional information-sharing network/directory to increase awareness and opportunities for contracting businesses to connect with training providers and new workers who have demonstrated a commitment to pursuing a career in the field. Integrate information about project and funding opportunities, requests for proposals, and incentive program updates as appropriate</b></p> <p>Work with key partners in the region to build out an accessible directory that lays out the regional building decarbonization workforce ecosystem in a way that increases transparency and the ability to access information to aid in hiring, employment, training, and project opportunities.</p>	<p><b>Proposed Lead Implementer:</b></p> <p>Regional organization</p> <p><b>Proposed Supporting Implementers:</b></p> <p>Training and education providers, industry associations/contractor networks, manufacturers, community organizations</p>	<p><b>Medium-term</b></p>



## Natural and Working Lands Sector Draft Measures

### Overview of the Natural and Working Lands Sector

The natural and working lands (NWL) sector includes carbon stocks held in plants and soils in agricultural and forestry lands (working lands) and natural ecosystems like wetlands, forests, and grasslands (natural lands), as well as greenhouse gas (GHG) emissions from agricultural equipment and livestock.<sup>9</sup> The NWL sector is unique as it is the only sector with the potential to be a carbon sink in addition to a GHG emissions source.<sup>10</sup> NWL also provide critical benefits to Bay Area communities beyond carbon sequestration, such as clean drinking water, food and fiber crops, urban green spaces that cool cities and protect communities from flooding, and iconic natural landscapes including delta wetlands and redwood forests.

In 2022, the region's plants and soils held over 92 million metric tons of carbon (MMT C), which is over 6 times larger than total annual GHG emissions across the region.<sup>11</sup> The three largest contributors to carbon stocks are forests (50%), developed lands (12%), and grassland/herbaceous lands (11%). The massive amounts of carbon held in the region's plants and soils emphasize the importance of preserving and enhancing these carbon stocks to achieve the region's climate goals.

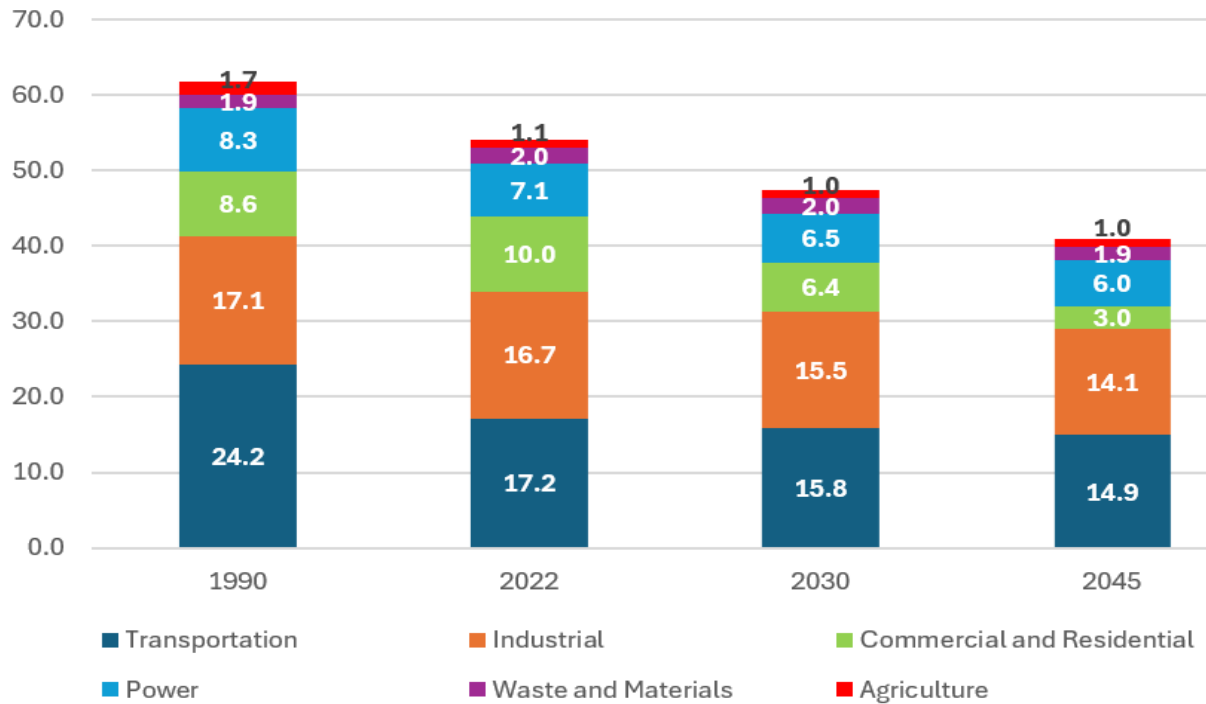
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<sup>9</sup> While carbon stocks and carbon sinks are oftentimes used interchangeably, carbon stocks in the context of the BARCAP carbon stock inventory specifically refer to the amount of carbon held in a carbon pool, or stock, such as soil organic carbon or forest biomass. Carbon sinks, as described further in footnote two, refer more specifically to the process of carbon drawdown, or movement of carbon from the atmosphere into natural carbon pools. [Michigan State University Department of Forestry](#)

<sup>10</sup> Carbon sinks describe the role of plants and soils to sequester carbon by capturing carbon dioxide from the atmosphere and transform it into biomass and soil organic matter, where it is stored for long periods of time. When more carbon is drawn down than these natural carbon cycles emit, these reservoirs of carbon in plants, oceans, and soils are called carbon sinks because they are net sinks, not net emitters. [MIT Climate Portal](#) and [United Nations](#)

<sup>11</sup> The U.S. Environmental Protection Agency's [Greenhouse Gas Equivalencies Calculator](#) was used to convert carbon held in NWL to carbon dioxide equivalent (CO<sub>2</sub>-e) units in order to make this comparison.

## Regional Greenhouse Gas Emissions (MMTCO<sub>2</sub>e)



Fossil-fuel powered agricultural equipment and livestock methane were the main sources of GHG emissions from the agricultural sector, accounting for 2% (1.1 million metric tons of carbon dioxide equivalents (MMTCO<sub>2</sub>e) of 2022 regional GHG emissions.

GHG emissions in this sector for the BARCAP region have decreased since 1990, mainly due to shrinking livestock operations, and are projected to be 3% (1.0 MMT CO<sub>2</sub>e) of regional GHG emissions by 2045.

If current statewide trends continue, NWL are projected to be a net source of GHG emissions through 2045, mainly because of loss of plants and soil carbon stocks from land conversion and climate impacts like drought and wildfire.<sup>12</sup> These trends can be observed at the regional level: significant spikes in historic regional emissions from the sector were caused by wildfires in 2017 and 2020, two of the most severe wildfire years in California's history.

**Goal for this sector:** *Preserve and enhance the 92 MMT C held in the region's natural and working lands, contributing to the state goal of no more than 4% loss of carbon stocks by 2045. Catalyze regional scale transformations in land management and implementation of nature-based*

<sup>12</sup> California Air Resources Board (CARB) 2022 Scoping Plan for Achieving Carbon Neutrality, [Appendix I: Natural and Working Lands Technical Support Document](#)

*solutions including conservation, wildfire management, ecosystem restoration, climate beneficial agriculture, and environmental justice-focused urban greening.*<sup>13</sup>

California's climate plans are increasingly recognizing the role of NWL in climate action. The California Air Resources Board 2022 Scoping Plan for Achieving Carbon Neutrality (Scoping Plan) included accounting and forecasting of NWL carbon stocks for the first time and included ambitious statewide targets for nature-based solutions, including:

- Conservation of 30% of California lands and waters by 2030
- Reducing wildfire risk through annual fuel treatments on 2.3 million acres of forest, shrubland, and grassland
- Increasing organic agriculture to 20% of all croplands
- Restoring 60,000 acres of delta wetlands
- Increasing urban forestry investment by 200%

Even if these targets are achieved, the outcome will slow, but not reverse losses of carbon stocks across the state. Wildfire in particular is projected to drive large losses of carbon stocks, especially carbon rich forests through 2045. Meanwhile, the region is home to many long-term implementers of nature-based solutions who until recently, may not have considered themselves part of the climate action landscape.

BARCAP survey results showed very strong regional support for expanding and protecting green spaces and natural ecosystems (ranked second among thirteen potential focus areas for climate action).

Members of the region's frontline communities who participated in BARCAP engagement process expressed support for the creation of food-growing spaces, expansion of urban green spaces that beautify communities and reduce urban heat and flooding, restoring indigenous land ownership, access to nature, and desire for community-led land stewardship. At the same time, these members were concerned that new green spaces might unintentionally cause gentrification and displacement, increase wildfire impacts, and reduce water availability.

**The BARCAP therefore focuses on** accelerating implementation of nature-based solutions that both protect existing carbon stocks and increase carbon sequestration through new funding and technical assistance to the region's rich network of implementers. Key areas for action include policy and data innovation, conservation, wildfire risk reduction, ecosystem restoration, climate beneficial agriculture, and environmental justice-centric urban greening.

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<sup>13</sup> Nature-based solutions are defined by the [United Nations Environment Programme](#) as "actions aimed at protecting, conserving, restoring, and sustainably managing natural or modified terrestrial, freshwater, coastal, and marine ecosystems, which address societal, economic and environmental challenges effectively and adaptively, while simultaneously providing human well-being, ecosystem services, resilience, and biodiversity benefits".

## Measure NWL-1: Accelerate Implementation of Nature-Based Solutions through Regional Funding and Data Analysis

Accelerate implementation of nature-based solutions by providing land stewards and other implementers with regional-scale technical assistance for carbon data analysis and long-term funding and financing. This will allow for more focus on on-the-ground transformation of land management practices by reducing competition among implementers for funding or the need to conduct duplicative data analysis.

GHG reductions in 2045: Supportive

Potential co-benefits: Reduced duplication of work and administrative burden, increased implementer capacity, integration of best available science and data

Potential Metrics: Number of data projects supported, usage of datasets by implementers, funding allocated to new nature-based solution implementation projects across the region

Actions	Implementers	Timeframe to start implementation
<p><b>NWL 1.1: Provide technical assistance for NWL data analysis to support project implementation, results tracking, and incorporation of emerging science</b></p> <p>Increase capacity for implementers of nature-based solutions to meet data tracking and inventory needs and reduce duplicative work across the region by enhancing existing tools and resources, and/or providing technical assistance and standardization of regional approaches for analysis.</p> <p>Implementation actions may include:</p> <ul style="list-style-type: none"> <li>• obtain funding and/or provide professional expertise to provide long-term maintenance of public data and technical assistance;</li> <li>• create a public library for spatial and carbon sequestration datasets and tracking metrics consistent with state analyses and latest science, include spatial data on equity, public health, and climate impacts;</li> <li>• provide technical assistance to conduct standardized NWL carbon inventories and landcover changes over time, including analysis of equity concerns to support</li> </ul>	<p><b>Proposed Lead Implementers:</b> Regional agency or organization</p> <p><b>Proposed Supporting Implementer(s):</b> Bay Area Greenprint, TOGETHER Bay Area, regional agency, San Francisco Estuary Institute (EcoAtlas), San Francisco Bay Joint Venture</p>	<p><b>Short-term</b></p>

implementation of nature-based solutions by local governments, resource conservation districts, community organizations, and other implementers.		
<p><b>NWL 1.2: Increase long-term funding for nature-based solutions through dedicated support for regional-scale grant writing and exploration of emergent sources of long-term funding</b></p> <p>Support long-term implementation of nature-based solutions by obtaining regional-scale, transformative levels of funding. Implementation actions may include:</p> <ul style="list-style-type: none"> <li>• offer grant writing assistance to support nature-based solution implementation by multi-agency or organization coalitions including parks departments, local governments, open space districts, community-based organizations, nonprofits, resource conservation districts, and tribes;</li> <li>• explore new long-term funding sources for nature-based solutions including Proposition 4 and other state bonds, green banks, and market mechanisms;</li> <li>• provide outreach to key environmental justice groups to increase their knowledge and uptake of new regional supports.</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional agency or organization</p> <p><b>Proposed Supporting Implementers:</b> Regional agency or organization, TOGETHER Bay Area</p>	<b>Short-term</b>

## Measure NWL-2: Prevent Losses of Carbon Held in NWL through Land Conservation, Wildfire Management, and Ecosystem Restoration

Prevent losses of carbon held in NWL from development and wildfire, while managing and restoring key carbon-rich lands to maximize carbon sequestration. Geographic areas that may garner particular focus based on the BARCAP 2022 landcover analysis include wetlands in Solano, Sonoma, Napa and Contra Costa counties, as well as high-fire risk forest, shrub, scrub, and grassland areas in Marin, San Mateo, Alameda, Napa, and Sonoma counties.

GHG reductions in 2045: likely High

Potential co-benefits: Biodiversity, climate resilience, outdoor access, stewardship opportunities for frontline communities, community health, climate resilience, green jobs, access to services and amenities

Potential Metrics: Number of new projects launched, acreage covered, funding provided, # of programs supporting implementation

Actions	Implementers	Timeframe to start implementation
<p><b>NWL 2.1: Support conservation of lands at the regional scale through the Priority Conservation Area (PCA) Program</b></p> <p>Support regional implementation of California's 30 x 30 goals through conservation of NWL in the Bay Area region through the Priority Conservation Area (PCA) Program. Conservation priorities for protection and/or enhancement may be informed by emerging regional analysis on carbon stocks and sequestration, such as the 2022 carbon stock BARCAP inventory, and potential deliverables from NWL 1.1.</p>	<p><b>Proposed Lead Implementers:</b> MTC - PCA Grants Program, San Francisco Estuary Partnership</p>	<p><b>Short-term</b></p>
<p><b>NWL 2.2: Increase fuel management and reduce wildfire risk on natural and working lands and at the wildland-urban-interface (WUI) through new funding and financing mechanisms, workforce development, and innovation</b></p> <p>Contribute to State targets for increased fuel management through treatments on NWL with high-fire risk. Treatments may include wood chipping, cultural and prescribed fire, and targeted grazing.<sup>14</sup> Implementation actions to increase fuel management uptake may include:</p> <ul style="list-style-type: none"> <li>• exploration of new funding and financing strategies to increase incentives for landowners to manage fuels, including development of markets for fire-at-risk wood, and climate co-benefit products like biochar;</li> <li>• identify and scale innovative and successful pilot projects in fuel management;</li> </ul>	<p><b>Proposed Lead Implementers:</b> Resource conservation districts (RCDs), fire safe councils, county governments (long-range planners), CALFire, local fire protection districts</p> <p><b>Proposed Supporting Implementers:</b> Community organizations, tribes, conservation corps, water agencies, local governments</p>	<p><b>Short-Medium term</b></p>

<sup>14</sup> Implementation of these strategies, including biochar created via pyrolysis, may require an Air District permit, or be subject to Air District regulations (e.g. Regulation 5, Open Burning).

<ul style="list-style-type: none"> <li>• reduce risk of ignition at the WUI by providing new incentives and exploring new policies to increase the uptake of home hardening practices by homeowners, including “zone zero” practices that create an ember resistant zone within five feet of structures by managing flammable material; and</li> <li>• fill the workforce gap for fuel managers through job training, emphasizing potential trainings for indigenous land stewards and agricultural workers.</li> </ul>		
<p><b>NWL 2.3 Incentivize private landowners managing large land areas to manage fuel at scale through innovations in cost sharing and financing</b></p> <p>Overcome challenges for incentivizing private landowners to manage fuels on large land parcels through innovative financing mechanisms that allow for re-consideration of risks, pooling of costs, and benefits at the multi-parcel scale. This may include cost-sharing grants provided by local governments, and emergent insurance-based mechanisms.</p>	<p><b>Proposed Lead Implementers:</b> RCDs, fire safe councils, county governments (long-range planners), CALFire, local fire protection districts</p> <p><b>Proposed Supporting Implementers:</b> Community organizations, tribes, conservation corps, water agencies, local governments</p>	<p><b>Medium-term</b></p>
<p><b>NWL 2.4: Protect carbon held in the Bay Area's wetlands through protection, restoration, and enhancement of tidal marsh habitat</b></p> <p>Contribute to the achievement of targets from the 2022 San Francisco Estuary Blueprint Task 10, and Baylands Ecosystem Habitat Goals Science Update (2015):</p> <ul style="list-style-type: none"> <li>• 23,000 acres of tidal marsh restored in the Bay, and 5,500 acres of tidal marsh restored in the Delta, which is achieved through collaboration with diverse partners, and consideration of climate adaptation in project design</li> </ul>	<p><b>Proposed Lead Implementers:</b> Nonprofits, government agencies, private entities, San Francisco Bay Joint Venture</p> <p><b>Proposed Supporting Implementers:</b> San Francisco Estuary</p>	<p><b>Short-term</b></p>

<ul style="list-style-type: none"> <li>• 3,000 acres of tidal marsh enhanced in San Francisco Bay</li> <li>• 20,000 acres of Baylands protected through various mechanisms including acquisition, transfer of fee title, or easement</li> </ul> <p>Implementation may depend upon funding availability.</p>	<p>Partnership, regional restoration funders</p>	
<p><b>NWL 2.5: Contribute to emergent science on blue carbon through research on blue carbon fluxes and beneficial sediment reuse<sup>15</sup></b></p> <p>Monitor and research blue carbon fluxes – both sequestration and emissions- to inform wetland restoration and management, supporting San Francisco Estuary Partnership 2022 Blueprint Tasks 7-2 and 7-5.</p> <p>Study and share knowledge on beneficial reuse of sediment for wetland restoration and adaptation- and how this can affect carbon sequestration.</p>	<p><b>Proposed Lead Implementers (Fluxes):</b> State agencies, Federal agencies, and Universities</p> <p><b>Supporting Implementers (Fluxes):</b> Delta Stewardship Council</p> <p><b>Proposed Lead Implementers (Reuse):</b> SF Estuary Institute/ Regional Monitoring Program, United States Army Corps of Engineers,</p> <p><b>Proposed Supporting Implementors (Reuse):</b> Long Term Management Strategy Implementors (Federal agencies, regional commissions, State water agencies)</p>	<p><b>Short-Medium-term</b></p>

<sup>15</sup> The National Oceanic and Atmospheric Administration defines [blue carbon](#) as "carbon dioxide that is absorbed from the atmosphere and stored in the ocean...underwater sediments, coastal vegetation and soils; carbon-containing molecules such as DNA and proteins; and ocean life from whales to phytoplankton."



### Measure NWL-3: Enhance Carbon Sequestration and Reduce Greenhouse Gas Emissions through Management and Restoration of Agricultural and Working Lands

Increase carbon draw-down into agricultural lands by scaling up climate beneficial agriculture and reducing implementation challenges, helping to achieve state and local governments' agricultural targets and goals.<sup>16</sup> Explore areas to increase cross-sector benefits and GHG emission reductions through energy-efficient sustainable water management and integration of renewable energy on agricultural lands. Geographic areas that may garner particular focus based on the BARCAP 2022 landcover analysis include orchards in Contra Costa, vineyards in Napa and Sonoma, pasture and hay in Marin, Sonoma, and Solano, and field crops in San Mateo, Contra Cost, and Solano.

GHG reductions in 2045: Low

Potential Co-benefits: Reduced water consumption, community health, land access, climate resilience, green jobs, resilient food and fiber production, renewable energy generation

Potential Metrics: Number of growers assisted, acreage applied, funding provided, # of programs supporting implementation, MW new renewable energy on agricultural lands, # water projects implemented on farm, water savings (\$, acre feet, %)

Actions	Implementers	Timeframe to start implementation
<p><b>NWL 3.1: Scale climate-beneficial agriculture and catalyze widespread adoption of practices that increase or maintain above- and below-ground carbon stocks, and achieve climate resilience on working lands</b></p> <p>Implement scaled adoption of climate-beneficial agriculture practices including silvopasture, hedgerows, cover crops, conservation cover, windbreaks, compost application, riparian forest buffer, and critical area planting, contributing to State target.</p> <p>Support scaled adoption through actions including:</p>	<p><b>Proposed Lead Implementers:</b> Growers and land stewards, public and private landowners</p> <p><b>Proposed Supporting Implementers:</b> RCDs, Carbon Cycle Institute, Farm Bureau, University of California</p>	<p><b>Short-term</b></p>

<sup>16</sup> Climate beneficial agriculture is the term preferred by [implementing partners at Carbon Cycle Institute and Bay Area resource conservation districts \(RCDs\)](#), and can also be described interchangeably as 'carbon farming', 'climate-smart agriculture' and 'regenerative agriculture'. Climate beneficial agriculture, as articulated by the [California Department of Food and Agriculture's 2025 definition](#) of regenerative agriculture describes an integrated approach to farming and ranching rooted in principles of soil health, biodiversity and ecosystem resiliency leading to improved targeted outcomes.

<ul style="list-style-type: none"> <li>• increasing technical assistance to support land managers plan, design, implement, and monitor multi-benefit climate-beneficial agriculture practices, with a particular focus on ensuring technical assistance access for small-scale and disadvantaged producers;</li> <li>• strengthening education and partnerships at the local and regional level to understand and overcome barriers to adoption;</li> <li>• supporting development of key infrastructure to reduce cost on the individual grower/ organization and expand adoption of climate-beneficial practices, explore opportunities for local equipment and infrastructure sharing and improve access to plant materials and other supplies which may be supported through implementation of NWL 3.2;</li> <li>• enhancing applied research by supporting trials, research, and monitoring on working lands to refine local data and effectiveness of climate- beneficial practices; and</li> <li>• developing new equity-centric land access strategies to increase access to agricultural lands, advancing environmental justice outcomes for disadvantaged producers, and new farmers and ranchers.</li> </ul>	Cooperative Extension	
<p><b>NWL 3.2: Increase local implementer capacity by conducting a regional needs assessment and 'shovel-worthy' project portfolio</b></p> <p>Secure funding for and conduct a regional needs assessment. Implementation actions may include:</p> <ul style="list-style-type: none"> <li>• identify gaps in existing locations of staff and infrastructure (compost spreading equipment, nurseries) to support necessary investments, leveraging existing needs assessment work done by resource conservation district regional hubs;</li> <li>• identify a portfolio of projects that could be implemented within 5 years, including those that could be aggregated to achieve</li> </ul>	<p><b>Proposed Lead Implementers:</b> RCDs, including Bay Area and North Coast Hub</p> <p><b>Proposed Supporting Implementers:</b> Carbon Cycle Institute, University of California Cooperative Extension (UCCE), Farm Bureau</p>	Short-term

<p>economies of scale and leverage funding, especially for multi-benefit projects; and</p> <ul style="list-style-type: none"> <li>include specific analysis of needs and opportunities for tribal, disadvantaged, and small-scale producers, which should be co-created with these implementers.</li> </ul>		
<p><b>NWL 3.3: Support integration of climate-beneficial agriculture into climate-related plans and policies through a planning toolkit and training</b></p> <p>Support local, county, and regional governments in adopting strong agricultural climate solutions as part of future climate plans and policies by producing a toolkit on climate mitigation, co-benefits, resilience and adaptation impacts of climate beneficial agriculture. Implementation actions may include:</p> <ul style="list-style-type: none"> <li>update and finalize existing toolkit developed by the Carbon Cycle Institute and partners;</li> <li>provide technical assistance to government staff using toolkit to inform County climate action plan updates;</li> <li>work with Sonoma and Solano counties to identify updates to agriculture and working lands climate action plan chapters and targets; and</li> <li>advocate for strengthening the integration of climate beneficial ("regenerative") agriculture in the Priority Conservation Area Program lead by the Metropolitan Transportation Commission and funding priorities.</li> </ul>	<p><b>Proposed Lead Implementers:</b> Carbon Cycle Institute, county governments (climate, sustainability, planning staff)</p> <p><b>Proposed Supporting Implementers:</b> RCDs, Air District, UCCE</p>	<p><b>Short-term</b></p>
<p><b>NWL 3.4: Explore establishment of more renewable energy on agricultural lands</b></p> <p>Explore areas where working lands can house and generate clean energy, including agrivoltaics, wind power, storage, and geothermal power resulting in a regional roadmap for renewable energy on agricultural lands to contribute to Measure P-1 in the Power Sector.</p> <p>Implementation actions may include:</p>	<p><b>Proposed Lead Implementers:</b> Farmers, ranchers and growers, power providers</p> <p><b>Proposed Supporting Implementers:</b> RCDs, research organizations</p>	<p><b>Medium-term</b></p>

<ul style="list-style-type: none"> <li>• mapping suitable sites, establishing criteria for site suitability (e.g. presence of animal agriculture and existence of renewables like wind);</li> <li>• identifying financing models; and</li> <li>• pilot project identification and opportunities for replication and expansion.</li> </ul>	(Berkeley Food Institute), community organizations, local governments	
<p><b>NWL 3.5: Reduce energy-related emissions and increase groundwater recharge through adoption of sustainable water management practices</b></p> <p>Support higher rates of adoption for sustainable water management practices through promotion of best practices and technical assistance, contributing to energy efficiency targets for the region.</p> <p>Implementation actions may include:</p> <ul style="list-style-type: none"> <li>• promote climate-friendly irrigation and stock watering practices that increase water use efficiency and, where possible, recharge groundwater, including: solar-powered irrigation equipment, conversion to drip irrigation, winter stormwater capture, groundwater recharge basins, increasing soil organic matter and cropping system flexibility to maximize resilience to a changing climate; and</li> <li>• support farmers and ranchers in successful water management through irrigation evaluations, permitting assistance, incentive program application assistance and whole-operation planning for improved water use efficiency, soil carbon enhancement and climate benefits.</li> </ul>	<p><b>Proposed Lead Implementers:</b> Regional water agencies, farmers, ranchers, and growers, RCDs</p> <p><b>Proposed Supporting Implementers:</b> Groundwater sustainability agencies, local governments with groundwater resources, Farm Bureau</p>	<b>Short-term</b>

#### **Measure NWL-4: Expand and Maintain Urban Green Spaces While Advancing Environmental Justice Outcomes**

Increase carbon stored in urban plants and soils through expansion and maintenance of green spaces that reduce the effects of flooding and extreme heat, build food sovereignty,

and beautify and connect communities. Achieve these outcomes through new regional funding, staffing, and technical assistance resources. Ensure that frontline communities benefit from urban green spaces and avoid unintended consequences by supporting a policy shift towards community-led planning to embed environmental justice and anti-gentrification approaches in urban greening. Geographic areas that may garner particular focus based on the BARCAP 2022 landcover analysis and LIDAC communities map include Assembly Bill 617 (AB 617) neighborhoods and developed regions lacking urban canopy.

GHG reductions in 2045: [Forthcoming] likely Medium

Potential Co-benefits: Local food production, community health, climate resilience, green jobs, access to nature, enhanced community engagement, improve housing quality, comfort, and safety, biodiversity

Potential Metrics: % urban canopy increase, funding invested in urban greening, # new urban green spaces, # new programs and supports for operations and maintenance

Actions	Implementers	Timeframe to start implementation
<p><b>NWL 4.1: Expand urban green spaces and prevent loss through new regional funding and technical support, prioritizing green spaces that benefit frontline communities</b></p> <p>Contribute to state and local goals for regional investment in urban greening and drought resistant watering. Green spaces that may garner particular focus because of air quality, environmental justice, or climate resilience benefits include parks and trees in formerly redlined or under-greened communities, community farms and gardens, freight corridor buffers, and green stormwater infrastructure. Implementation actions may include:</p> <ul style="list-style-type: none"> <li>• increase funding through new regional-scale funding sources such as Proposition 4/state bonds, and leveraging the 2025 CARB Community Air Protection Community Greening Incentives, which can be provided to coalitions of local governments/implementers for urban greening implementation;</li> <li>• increase technical assistance, funding, and long-term maintenance support for urban</li> </ul>	<p><b>Proposed Lead Implementer(s):</b> Regional agencies, local governments, community organizations, parks departments, public works, urban farms and gardens</p> <p><b>Proposed Supporting Implementer(s):</b> CALFire, Bay Area Regional Collaborative (BARC), water agencies, San Francisco Estuary Institute [Urban Nature Program]</p>	<p><b>Short-term</b></p>

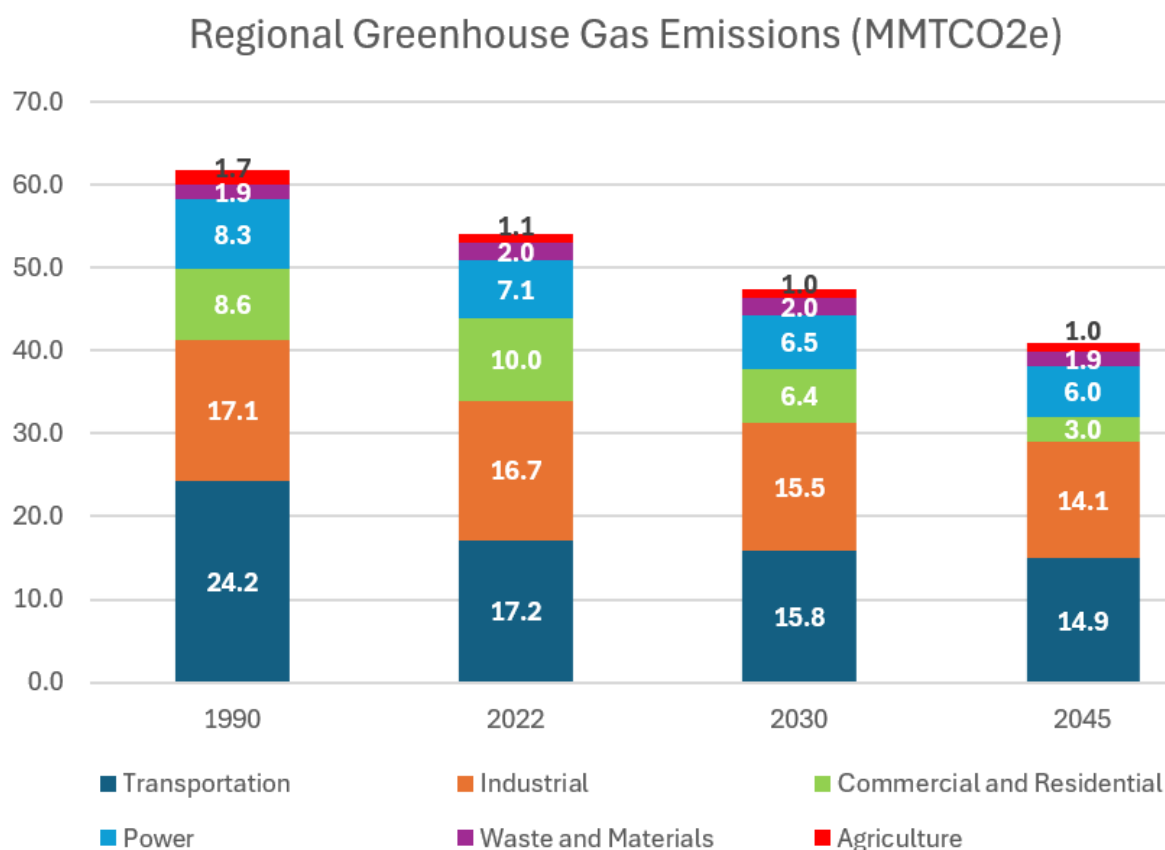
<p>green spaces by providing tree inventories, and hands-on arborist support to local governments and other implementers at the regional scale;</p> <ul style="list-style-type: none"> <li>• identify, support, and scale pilot projects for emergent or difficult to implement urban green spaces like green buffer zones along freight corridors and urban agriculture;</li> <li>• regularly convene local governments and other implementers to understand and overcome barriers to implementing 'right tree right place' urban greening, allowing for iterative and targeted future technical assistance; and</li> <li>• dedicate regional staff time and expertise to help local governments integrate best practices into urban greening by providing policy resources, research, and case study support that will aid implementers in achieving urban greening goals.</li> </ul>		
<p><b>NWL 4.2: Advance environmental justice-centered approaches for urban greening through policy innovation, community-led planning, and support for frontline community land stewardship</b></p> <p>Implementation might consist of regional support to local governments and other implementers for policy and plan updates and to frontline community-lead stewardship for capacity building, including:</p> <ul style="list-style-type: none"> <li>• provide local governments and community organizations with a best practices policy toolkit, including emergent projects across the region, for environmental justice approaches including case studies, and local examples that embody community-led planning and outcomes for equitable urban greening that avoid unintended gentrification consequences;</li> </ul>	<p><b>Proposed Lead Implementer(s):</b> Regional agency, local governments (planning), community organizations</p> <p><b>Proposed Supporting Implementer(s):</b> Community members, conservation corps, nonprofits, Air District</p>	<p><b>Short-term</b></p>

<ul style="list-style-type: none"> <li>• develop and share best practices on air quality and urban greening intersection-facilitate establishment of low volatile organic compound (VOC)-emitting native new trees through exploration of resources and best available research on community health and air quality benefits of urban greening, amplifying similar work being done at Sacramento Metropolitan Air Quality Management District;</li> <li>• advocate for a regional shift towards community-led planning in urban greening by encouraging new urban greening projects to include frontline community members and community-based organizations early, and often in planning stages to guard against gentrification, space conflict, and other unintended harms of urban greening, explore collaboration points with AB 617 community emission reduction plans;</li> <li>• provide financial and technical assistance for local planners to identify and collaborate with trusted messengers and community organizations to deliver multilingual, culturally relevant urban greening outreach; and</li> <li>• seek additional technical and financial support opportunities to build long-term land stewardship capacity among frontline communities through education programming, and job training to implement urban greening.</li> </ul>		
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## Power Sector Draft Measures

### Overview of the Power Sector

The Power sector includes generation of electricity in the BARCAP region and its associated greenhouse gas (GHG) emissions.



It accounted for 13% of regional GHG emissions in 2022 (7.1 million metric tons of carbon dioxide equivalents (MMTCO<sub>2</sub>e)), emitted predominantly from natural gas-fired power plants and cogeneration facilities. GHG emissions in this sector for the BARCAP region have decreased since 1990 and are projected to be 15% of regional GHG emissions in 2045 (6.0 MMTCO<sub>2</sub>e), with more than two-thirds from cogeneration (compared to more than half in 2022).<sup>17</sup>

**Goal for this sector:** *Accelerate the transition to 100% clean electricity (including both power produced in the region and electricity consumed in the region), while maintaining affordability*

<sup>17</sup> Bay Area Air District draft GHG Emissions Inventory and Projections, to be published summer 2025 with methodology document. Projections are based on CEC's 2023 IEPR Business as Usual forecast for PG&E's natural gas power plants and California Air Resources Board's 2022 Scoping Plan for Achieving Carbon Neutrality's scenario for energy, industry and waste heat for cogeneration facilities.



*and minimizing rate impacts, increasing resilience and reliability, and benefiting frontline communities.*

Nearly all GHG emissions from this sector are covered by the State of California's Cap-and-Trade Program, which prevents local air districts from regulating carbon dioxide (CO<sub>2</sub>) emissions from these sources.<sup>18</sup> The state also requires that electricity sold in California be 100% clean energy by 2045, with interim milestones. Community choice aggregators (CCAs or community choice energy organizations) and utilities in the region have even more ambitious clean energy goals than the state. California also has a statewide goal to shift 7,000 MW of electricity consumption to 'off-peak hours' by 2030.

BARCAP survey results showed extremely strong regional support for the production of more clean energy (ranked as the top strategy among thirteen focus areas for climate action).

Members of the region's frontline communities who participated in the BARCAP engagement process expressed concern about rising electricity rates and the reliability of the grid. They also expressed interest in more education and outreach to increase their understanding of their electricity bills and opportunities to reduce them.

**The BARCAP therefore focuses on** regional efforts that support small- to medium-scale clean energy and storage projects in the region that can strengthen the resilience of the grid, support local jobs, help lower energy bills for subscribers of on-site or community-solar projects, and speed up delivery of clean energy and storage to reduce GHGs from electricity consumed in the region. It also focuses on efforts to equitably expand consumer programs that help customers adjust the timing and amount of their electricity consumption and deploy clean backup power and grid technologies more widely. These strategies can help support integration of new clean energy power and storage resources onto the regional grid to meet growing electricity demand for electrification in the region and may help apply downward pressure on rates and GHGs.

For the BARCAP, clean energy is defined as zero-emissions technologies that produce electricity without emitting GHGs or harmful air pollution. Renewable natural gas and biodiesel are not considered clean energy sources due to air pollution impacts of combustion. Hydrogen, depending on how it is generated and used, may or may not be considered a clean energy source.

### **Measure P-1: Increase Development of Local Clean Energy and Storage Projects (with a Focus on Projects up to 20MW), Including Behind-the-Meter and Distributed Energy Resources**

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<sup>18</sup> Per state law, the Air District cannot mandate reductions in CO<sub>2</sub> emissions from facilities covered by the State's cap-and-trade program. Nearly all GHG emissions from this sector are CO<sub>2</sub> emission (99.5%), and 96% of CO<sub>2</sub> emissions from the power sector are covered by the program.

Develop small- to medium-scale local clean energy and storage projects to help meet a regional goal of 8.4 GW in 2030 and 31.2 GW in 2045 for clean energy generation and storage<sup>19</sup> and support an equitable and affordable transition to clean energy in the region and help community choice aggregators (or energy organizations) and utilities meet state goals early. Focus projects where it is the best possible use of land given local and regional considerations (e.g., brownfields, rooftops, parking lots, capped landfills, under-utilized plots, etc). Clean energy and storage projects might include but are not limited to behind-the-meter, community solar, microgrids, agrivoltaics, and feed-in tariffs. These projects might include storage or storage might be deployed as a standalone project.

GHG reductions in 2045: Low

Potential co-benefits: Lower energy bills (for subscribers of on-site or community solar projects), strengthened regional grid resilience, job creation potential, increased/faster access to clean energy and storage, reduced reliance on centralized generation and long-distance transmission

Potential metrics: MW of clean power installed in the region with fraction on locally-identified sites (from P-1) noted, MW of community solar and/or brownfield-to-brightfield (especially serving frontline communities in region), percentage of low-income households with access to clean energy and storage

Actions	Implementers	Timeframe to begin implementation
<p><b>P-1.1: Support local governments to deploy state-of-the-art tools and engagement processes to identify preferred sites in the region that are well-suited for small- to medium-scale clean energy development and have community and business support; identify monetary and non-monetary incentives for project development on these sites</b></p> <p>Implementation might include:</p> <ul style="list-style-type: none"> <li>• facilitating a cohort of local governments to identify sites in their jurisdictions;</li> <li>• providing technical support and assistance to local governments (e.g., specific data and</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional agency or organization, or local government</p> <p><b>Proposed Supporting Implementers:</b> Technical consultant to support analysis, local governments, community</p>	<p><b>Short-medium term</b></p>

<sup>19</sup> The targets are informed by existing planning processes and forecasts to ensure alignment with already completed analysis and state law. They consider utility scale clean energy and storage resources and smaller resources, such as customer-owned clean energy and storage resources, in the region. Forecasts were informed by California Independent System Operator (CAISO) busbar mapping and the California Energy Commission IEPR distribution generation forecasts (high). Draft interim regional targets are 13.8GW in 2035 and 18.7GW in 2040.

<p>tools, and assistance to use tools, to determine appropriate sites based on resource potential, estimated interconnection capacity and cost or economic feasibility);</p> <ul style="list-style-type: none"> <li>identifying incentives for project development (e.g., expedited permitting, overlays, including projects in feed-in tariffs, novel financing approaches);</li> <li>developing a toolkit for local governments with case studies, policy options, and model; and</li> <li>supporting community engagement (in partnership with community organizations).</li> </ul> <p>Assess local government facilities and properties along with commercial and industrial sites (brownfields, landfills, large commercial rooftops, parking lots, under-utilized lots, etc.). Prioritize sites that serve frontline communities, including low-income and moderate-low-income communities and multi-family buildings, as well as critical community-serving facilities. Consider potential climate impacts, like sea level rise or wild-urban interface, during site selection.</p>	<p>organizations, community choice aggregators, utilities</p>	
<p><b>P-1.2: Develop a roadmap for community solar and brownfield-to-brightfield projects, particularly projects serving multi-family renters and frontline communities, and identify options to fund and pilot projects at key sites</b></p> <p>Establish a workgroup composed of community organizations representing community interests, developers, property owners (especially brownfield or industrial sites), renewable energy financing companies, local governments and community choice aggregators, focused on identifying solutions to advance and accelerate community solar and/or brownfield-to-brightfield projects in the region. Special emphasis would be placed on projects that benefit frontline communities and multi-family renters. Review existing funding and financing</p>	<p><b>Proposed Lead Implementer:</b> GRID Alternatives</p> <p><b>Proposed Supporting Implementers:</b> Community organizations, community choice aggregators, utilities, local governments</p>	<p><b>Short-term</b></p>

options for these projects. Identify options to pilot project(s) from the roadmap.		
<p><b>P-1.3: Identify and disseminate best practices for local governments to simplify permitting of clean energy and storage projects</b></p> <p>Develop best practices for behind-the-meter and small- to medium-sized clean energy and/or storage projects. Development will be informed by a workgroup of local governments and developers and technical and policy analysis. Initial focus might be on sharing best practices for battery storage to encourage more consistency for permitting across the region. (The state has streamlined permitting for rooftop solar.) Identify mechanisms to support local governments as they update permitting.</p>	<p><b>Proposed Lead Implementer:</b> Regional agency</p> <p><b>Proposed Supporting Implementers:</b> Local governments, project developers</p>	<b>Short-term</b>
<p><b>P-1.4: Monitor - and explore how to address - key funding and financing gaps for behind-the-meter and in front-of-the-meter small clean energy and storage projects that benefit frontline communities, low-income and moderate-low-income households, small businesses, and community organizations</b></p> <p>Conduct a gap analysis or convene a work group to assess the sufficiency of current funding and financing for local clean energy and storage projects. Monitor a subset of the identified gaps. Deploy existing funding and financing in innovative ways to help close the gaps, including through increased awareness and accessibility of these programs (through coordination with community choice aggregators, utilities, community organizations, and others) and potentially helping address building readiness. Explore new funding or financing mechanisms, including public private partnerships or novel financing approaches, and consider ratepayer impacts.</p>	<p><b>Proposed Lead Implementer:</b> Regional agency or organization</p> <p><b>Proposed Supporting Implementers:</b> Community choice aggregators, utilities, community organizations, regional agency</p>	<b>Short-term</b>

## Measure P-2: Equitably Expand Customer Programs and Deploy Power System and Grid Technologies More Widely

Expand consumer programs and deploy grid technologies and clean backup power resources to enhance flexibility, efficiency, reliability and affordability of electricity delivery, while aligning with state goals and plans and reducing carbon emissions. (Consumer programs include demand flexibility solutions,<sup>20</sup> such as demand-side management, virtual power plants,<sup>21</sup> and vehicle-to-everything,<sup>22</sup> and examples of technologies and resources include solar+battery projects that can disconnect from the grid, district geothermal heating and cooling, and grid enhancing technologies.<sup>23</sup>) Ensure access to and direct benefits from these programs, technologies, and resources for frontline communities, including low-income and moderate-low-income households and multi-family renters. (Note: use of residential batteries (encouraged in P-1) can provide valuable resilience benefits and support this measure.)

GHG reductions in 2045: Supporting

Potential co-benefits: New clean energy power and storage resources able to integrate onto grid to meet growing electricity demand for electrification, potential downward pressure on electricity rates and reduced customer costs, increased resilience and reliability of grid, increased access to consumer programs and reliable and resilient clean backup power

Potential metrics: # of critical public facilities and/or key community facilities with clean back up power, participation in demand flexibility programs and virtual power plants (especially by low-income households and frontline communities), # of local governments provided with information about resilient energy resources and demand flexibility options,

Actions	Implementers	Timeframe to start implementation
<b>P-2.1: Increase the number of critical public facilities with reliable clean backup power and key</b>	<b>Proposed Lead Implementers:</b>	<b>Short-term</b>

<sup>20</sup> Demand/load flexibility solutions help electricity customers adjust the timing and amount of their electricity consumption to match the supply of electricity. They can help “shift their (customers) energy usage to when electricity is cheaper and clean, and use less energy when the grid is under stress or running polluting power plants” ([California Energy Commission](#)).

<sup>21</sup> Virtual power plants are a software-based management of distributed energy resources - such as rooftop solar, batteries, electric vehicle chargers, and appliances (*including smart thermostats, smart water heaters, smart plugs*) – that serve to automatically generate, store, and use energy to support the grid and reduce costs to consumers.

<sup>22</sup> Vehicle-to-everything, also known as bi-directional electric vehicle charging, allows vehicle owners to use the energy stored in the electric vehicle’s battery to power homes, grids, and other devices.

<sup>23</sup> Grid-enhancing technologies maximize the electricity transmission across the existing system through sensors, power flow control devices, and analytical tools ([Department of Energy definition](#)). They can reduce the need for new transmission infrastructure and enable the addition of clean, renewable power to the grid.

<p><b>community facilities with clean resilient energy resources (e.g., solar+storage, microgrids) in coordination with local government emergency response plans. (In some cases, solar+storage hybrid<sup>24</sup> may be necessary depending on the end use.)</b></p> <p>Support local governments and community organizations to identify and access funding and financing for the upfront costs and/or operation and maintenance of projects at key facilities. Coordinate this support with local government emergency response plans and networks. Collect and share case studies of successful procurement, development, and financing. In the near-term, some facilities may need hybrid systems to fully meet their reliability or resilience needs. Explore the important opportunity presented by resilient energy resources at schools to educate youth about clean power resources and clean energy jobs.</p>	<p>Community choice aggregators, utilities, BayREN</p> <p><b>Proposed Supporting Implementers:</b> County emergency operations staff, public facility staff, community organizations</p>	
<p><b>P-2.2: Accelerate scaling up of different load flexibility solutions across the region in an equitable manner to improve grid reliability, help control costs, and align with state load shift goals to shift electricity usage</b></p> <p>In the near-term (0-2 years): Electricity providers scale up demand flexibility solutions by:</p> <ul style="list-style-type: none"> <li>• sharing best practices, data, and lessons learned from pilots and existing programs;</li> <li>• exploring new incentives and tariffs;</li> <li>• improving and coordinating customer outreach and education efforts to increase customer enrollment (including multilingual and culturally relevant outreach and education in partnership with community organizations); and</li> </ul>	<p><b>Proposed Lead Implementers:</b> Community choice aggregators, utilities</p> <p><b>Proposed Supporting Implementers:</b> BayREN, community organizations</p>	<p><b>Short – medium-term</b></p>

<sup>24</sup> The goal is to produce as much day-to-day and resilient energy from renewable sources as possible, and have some on-demand generation for critical missions for only when sun, wind or other intermittent sources or battery storage are inadequate at that time. Hybrid systems refer to including non-solar or storage-based resources along with solar power plus battery storage (and potentially other renewable generating sources like micro hydro, micro wind, etc). These systems may be necessary if the amount or duration of power necessary to meet a facility's resilience needs cannot be met with solar+storage alone.

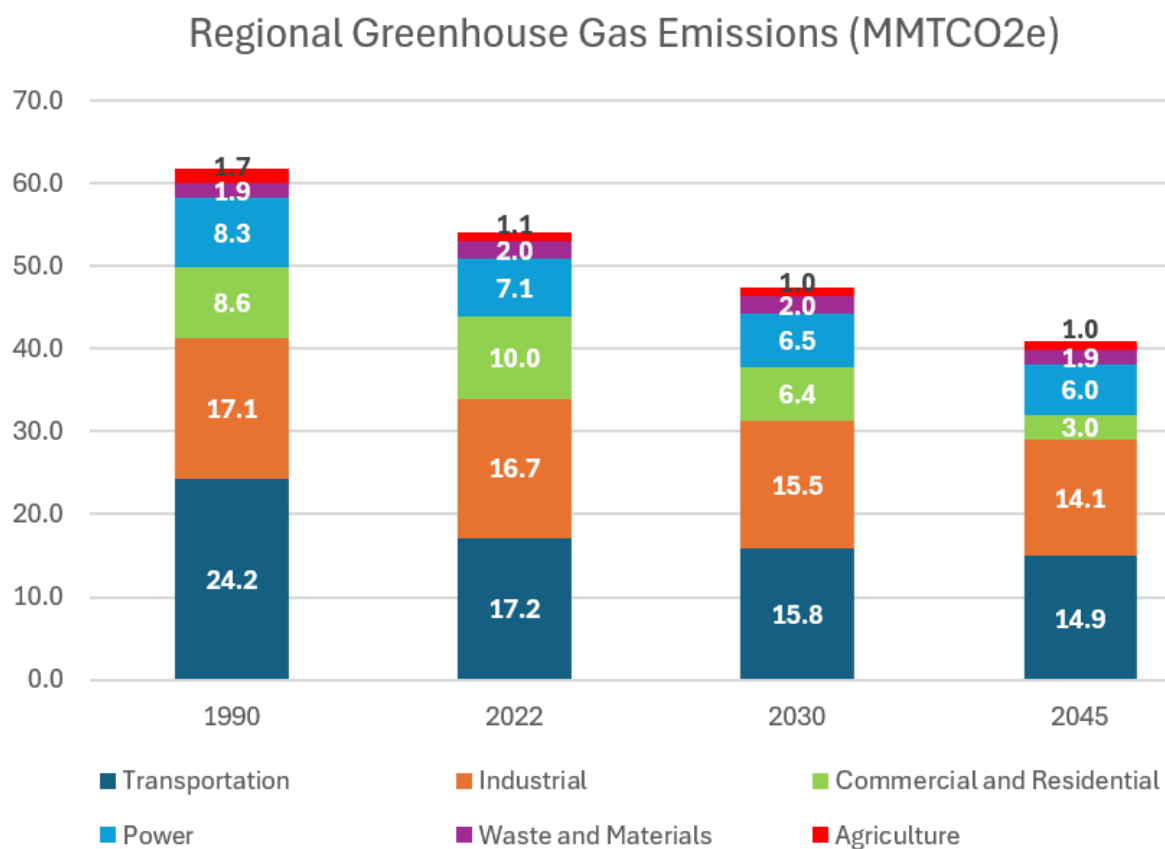
<ul style="list-style-type: none"> <li>expanding pilots in additional service areas.</li> </ul> <p>In the medium term (2-5 years):</p> <ul style="list-style-type: none"> <li>securing funding and financing and conduct outreach in partnership with community organizations and a regional agency, to support the equitable scaling of virtual power plants and other critical load flexibility solutions, particularly low-income and moderate-low-income households in frontline communities and key public facilities serving these communities; and</li> <li>scaling load flexibility solutions for commercial and industrial customers.</li> </ul>		
<p><b>P-2.3: Modernize transmission and distribution lines to increase efficiency and improve reliability (e.g., grid-enhancing technologies, reconductoring<sup>25</sup>)</b></p> <p>Update transmission and distribution lines with technologies that increase their efficiency (and therefore their ability to bring more clean energy into the region) and their reliability. Leverage existing grants and loans to support this action.</p>	<p><b>Proposed Lead Implementer:</b> PG&amp;E</p>	<p><b>TBD</b></p>

<sup>25</sup> Reconductoring is replacing old, existing power line conductors with newer, more efficient conductors, which can increase how much electricity they can carry.

## Transportation Sector Draft Measures

### Overview of the Transportation Sector

The transportation sector includes on-road vehicles (such as light-duty automobiles and heavy-duty trucks) and off-highway mobile sources (such as locomotives, ships, and aircraft). Greenhouse gas (GHG) emissions from off-road equipment (such as lawn and garden equipment, construction equipment, and agricultural tractors) are included in the inventories for other sectors.



The transportation sector accounted for 32% of GHG emissions in 2022 in the BARCAP region (17.2 million metric tons of carbon dioxide equivalents (MMTCO<sub>2</sub>e)), predominantly emitted from fuel combustion in vehicles, with passenger cars, light-duty trucks, heavy-duty vehicles, and medium-duty vehicles as the largest contributors accounting for approximately 31%, 22%, 18%, and 13% of total emissions from the sector, respectively. GHG emissions in this sector for the BARCAP region have decreased since 1990 and are projected to be approximately 36% of regional GHG emissions in 2045 (14.9 MMTCO<sub>2</sub>e), with



passenger cars, light-duty trucks, heavy-duty vehicles, and medium-duty vehicles still being the largest contributors, respectively.<sup>26</sup>

**Goal for this sector:** *Accelerate decarbonization of the transportation sector through increasing funding, implementing policies, and providing technical support for zero-emission vehicles (ZEVs) and the charging and fueling infrastructure that support them, as well as creating policies that require expanded use of ZEVs in goods movement.*

Transportation solutions to reduce GHG emissions can be grouped into one of three categories, per the [California Air Resources Board's 2022 Scoping Plan for Achieving Carbon Neutrality](#) (Scoping Plan): vehicle miles traveled, fuels, and technology.

- *Vehicle Miles Traveled (VMT)* refers to the measure of distance a vehicle travels
- *Fuels* refer to the source of energy used to power the vehicles and equipment
- *Technology* refers to the vehicles as well as the associated charging or fueling infrastructure

Managing total demand for transportation energy by reducing the miles people need to drive daily from their homes to work, school, or key services is critical for a more sustainable, zero-carbon, and multi-modal transportation future. Land use, transit, bicycle, and pedestrian policies can reduce VMT and emissions of GHGs and other criteria pollutants and toxic air contaminants. Additionally, sustainable land use policies may also help avoid land disturbances that could result in the loss of carbon sequestration in the natural environment.

The Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy, Plan Bay Area, focuses on reducing VMT in the region by aligning transportation, housing, and land use decisions in the Bay Area to achieve GHG emission reduction targets and to meet the requirements of SB 375 (Steinburg, 2008). Since MTC's Plan Bay Area focuses on VMT reduction strategies, including active transportation (biking and walking infrastructure), these strategies are not included in the BARCAP.

The state is focusing on ensuring that an adequate supply of zero-carbon alternative fuels and distribution infrastructure is available to meet the needs of ZEVs into the future. Electricity and hydrogen are currently the primary fuels for ZEVs and both must be produced using low-carbon technology and feedstocks to minimize upstream emissions. The transition to ZEVs will not happen overnight and the state expects conventional vehicles from legacy fleets to remain on the road for some time. As such, in addition to building the production and distribution infrastructure for zero-carbon fuels, the state plans to continue to support low-carbon liquid fuels during this period of transition and for harder sectors for ZEV technology such as aviation, locomotives, and marine applications. The

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<sup>26</sup> Bay Area Air District draft GHG Emissions Inventory and Projections, to be published summer 2025 with methodology document.

state is working to do this through investments in the production and distribution of low- and zero-carbon fuels and through the Low Carbon Fuel Standard.

The state's Executive Order N-79-20 calls for 100 percent ZEV sales of new light-duty vehicles by 2035; sets targets for transitioning the medium- and heavy-duty fleet to zero emissions: by 2035 for drayage trucks and by 2045 for buses and heavy-duty long-haul trucks, where feasible; and 100 percent sales of new off-road vehicle and equipment by 2035, where feasible. The Scoping Plan reflects these targets, and CARB has a number of regulations to fulfill the goals of the executive order that serve as the primary mechanism to help deploy ZEVs. Specifically for light-duty EVs, the state has set a goal of 5 million EVs sold by 2030 and the Air District has set a target of 90% of vehicles in the Bay Area being zero-emission by 2050<sup>27</sup>.

Critical in meeting these targets is deploying sufficient charging and fueling infrastructure to support these ZEVs and focusing on equity to ensure that the transition to ZEVs is affordable for low-income households and frontline communities and that those communities benefit most from air quality co-benefits of the transition.

Although off-road mobile sources, such as locomotives, ships, and aircraft, are included in the inventory for the sector, they fall under the regulatory authority of the state or federal government and have not been explicitly included in the measures for the BARCAP.

BARCAP survey results showed strong regional support for active transportation (ranked third out of thirteen potential focus areas for climate action). The transition to electric vehicles was comparatively less popular among survey respondents.

Members of the region's frontline communities who participated in the BARCAP engagement process expressed concerns around EV charging reliability and accessibility, costs of EVs, range anxiety, and theft of parts. Additionally, while interested in expanded access to transit, biking, and walking, they had concerns about bike safety. Projects to expand roadways and increased e-commerce leading to increased VMT from goods movement were also concerns.

**The BARCAP therefore focuses on** accelerating the decarbonization of vehicles and equipment through policies and programs that incentivize zero-emission vehicles and deploy the charging and fueling infrastructure to support those vehicles, including vehicles and equipment used for goods movement.

### **Measure T-1: Accelerate Light-Duty Electric Vehicle Adoption**

Support the acceleration of light-duty electric vehicle (EV) adoption through expanded incentives for EVs, coordinated planning for EV charging locations and installation of EV

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<sup>27</sup> 2017 Bay Area Clean Air Plan, Bay Area Air District, 2017

chargers to meet expected demand across the region, and expanded support for low-income residents, frontline communities, and local governments in adopting EVs.

GHG reductions in 2045: Low

Potential co-benefits: Reduced exposure to air pollution, health benefits, reduced cost burden, increased access to services, job creation

Potential metrics: Percentage of registered light-duty EVs in the region, number of level 2 and DC fast chargers installed (total and in frontline communities)

Actions	Implementers	Timeframe to start implementation
<p><b>T-1.1: Expand incentives for the purchase or lease of EVs</b></p> <p>Include e-micromobility (e-bikes, e-scooters, etc.) and pre-owned EVs, especially in frontline communities and for low-income residents to lower upfront costs of EV purchase.</p>	<p><b>Proposed Lead Implementer:</b> Air District</p> <p><b>Proposed Supporting Implementers:</b> Air District, community choice aggregators, MTC</p>	<p><b>Medium-term</b></p>
<p><b>T-1.2: Provide monetary and non-monetary incentives to deploy EV charging stations at strategic locations to help fill gaps in the existing charging network</b></p> <p>Include a focus on deploying DC fast and multi-family charging in charging deserts and key commute routes to accelerate the adoption and use of EVs and to help reduce range anxiety and provide greater accessibility, especially in frontline communities. Actions may include:</p> <ul style="list-style-type: none"> <li>• exploring the feasibility of municipalities or CCAs providing non-monetary incentives, such as subsidized or lower lease rates, providing make-ready infrastructure subsidies, and guaranteeing power availability in areas served by publicly owned utilities;</li> <li>• securing funding for planning/technical assistance or direct-install programs for</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional agency</p> <p><b>Proposed Supporting Implementers:</b> Air District, community choice aggregators, CARB, CEC, county transportation agencies, local governments, utilities</p>	<p><b>Medium-term</b></p>

<p>multifamily properties and smaller businesses/nonprofits interested in hosting public or workplace charging sites;</p> <ul style="list-style-type: none"> <li>• securing funding for ongoing maintenance to keep chargers available and operational;</li> <li>• securing funding for low-cost, Level-1 charging at multi-family properties;</li> <li>• exploring including charger uptime requirements when funding public charging stations to improve availability, performance, and accessibility; and</li> <li>• working with communities to identify trusted institutions for locating low-cost, community-facing EV charging.</li> </ul>		
<p><b>T-1.3: Partner with community organizations to provide community outreach, awareness, and technical support for low-income households and small business/nonprofits in navigating incentives</b></p> <p>Actions may include:</p> <ul style="list-style-type: none"> <li>• expanding programs to directly assist low-income households, affordable housing developers, and CBOs with funding applications and grant writing;</li> <li>• supporting light-duty fleet electrification for small merchants, Transportation Network Company drivers (e.g., Uber, Lyft), etc.; support charger installation site hosts such as community centers, churches, etc.;</li> <li>• ensuring community outreach and support is culturally relevant and multi-lingual; include information about comparative costs for operations and maintenance of EVs, EV safety issues, theft issues, and range-anxiety; and</li> <li>• working to better understand immigrant community needs for incentives support including how submitting required paperwork could negatively impact their lives.</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional organization</p> <p><b>Proposed Supporting Implementers:</b> Air District, MTC, community choice aggregators, community organizations</p>	<p><b>Short-/medium-term</b></p>

<p><b>T-1.4: Expand support for local governments in developing and implementing policies that help accelerate the transition to EVs, such as zoning and building code updates, permit streamlining, and parking and curbside policies</b></p> <p>Include local government approaches that may involve strengthening local requirements for new developments or parking facilities to include EV charging infrastructure; simplifying and expediting the permitting process for charger installations to reduce delays and costs; designating EV charging zones, prioritizing public right-of-way access for chargers, or implementing preferential parking policies.</p>	<p><b>Proposed Lead Implementer:</b> Regional Agency</p> <p><b>Proposed Supporting Implementers:</b> MTC, local governments, community organizations</p>	<p><b>Short-/medium-term</b></p>
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## Measure T-2: Accelerate Medium- and Heavy-Duty Vehicle and Equipment Decarbonization

<p>Accelerate medium- and heavy-duty vehicles and equipment adoption through expanded incentives, coordinated deployment of EV chargers and fueling infrastructure to meet expected demand across the region, while incorporating the needs of low-income and frontline communities.</p> <p><u>GHG reductions in 2045:</u> Low</p> <p><u>Potential co-benefits:</u> Reduced exposure to air pollution, health benefits, job creation</p> <p><u>Potential metrics:</u> Number of zero-emission medium- and heavy-duty vehicles replaced and/or purchased, number of charging and fueling hubs deployed</p>		
Actions	Implementers	Timeframe to start implementation
<p><b>T-2.1: Expand incentives and loan assistance for the purchase of medium- and heavy-duty zero-emission (ZE) vehicles and equipment</b></p> <p>Actions may include:</p> <ul style="list-style-type: none"> <li>targeting incentives to electrify equipment at marine and air ports;</li> </ul>	<p><b>Proposed Lead Implementer:</b> Air District</p> <p><b>Proposed Supporting Implementers:</b> community choice aggregators</p>	<p><b>Medium-term</b></p>

<ul style="list-style-type: none"> <li>• creating a streamlined voucher incentive program to electrify small fleets of heavy-duty trucks; and</li> <li>• increasing participation from operators of older and dirty heavy-duty diesel vehicles and equipment that operate in frontline communities.</li> </ul>		
<p><b>T-2.2: Encourage large fleets (e.g., municipal, transit, or corporate fleets) to serve as anchor tenants for charging and clean-fuel fueling hubs</b></p> <p>Increase economic feasibility of charging/fueling hubs by sharing charging among multiple fleets domiciled or operating in the same neighborhood/logistics hub. Work regionally to identify and engage with fleets that operate regionally but may frequently stop/fuel in specific neighborhoods to inform this effort.</p>	<p><b>Proposed Lead Implementer:</b> Regional Agency</p> <p><b>Proposed Supporting Implementers:</b> MTC, community choice aggregators, counties, local governments, ports, private fleets</p>	<p><b>Medium-term</b></p>

### Measure T-3: Accelerate Decarbonization of Goods Movement

<p>Pilot and implement policies that accelerate decarbonization of goods movement and deliveries of goods and reduce emissions that result from increased e-commerce.</p> <p><u>GHG reductions in 2045:</u> Medium</p> <p><u>Potential co-benefits:</u> Reduced exposure to air pollution, health benefits</p> <p><u>Potential metrics:</u> Number of pilots deployed, development and dissemination of policy for warehouses</p>		
Actions	Implementers	Timeframe to start implementation
<p><b>T-3.1: Pilot policies that expedite the transition to ZE last-mile delivery for goods to identify feasibility and best practices</b></p> <p>Actions may include:</p> <ul style="list-style-type: none"> <li>• piloting ZE delivery zones and/or ZE loading zones, in frontline communities and urban centers to facilitate and promote the use of</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional agency, local governments</p> <p><b>Proposed Supporting Implementers:</b></p>	<p><b>Medium-term</b></p>

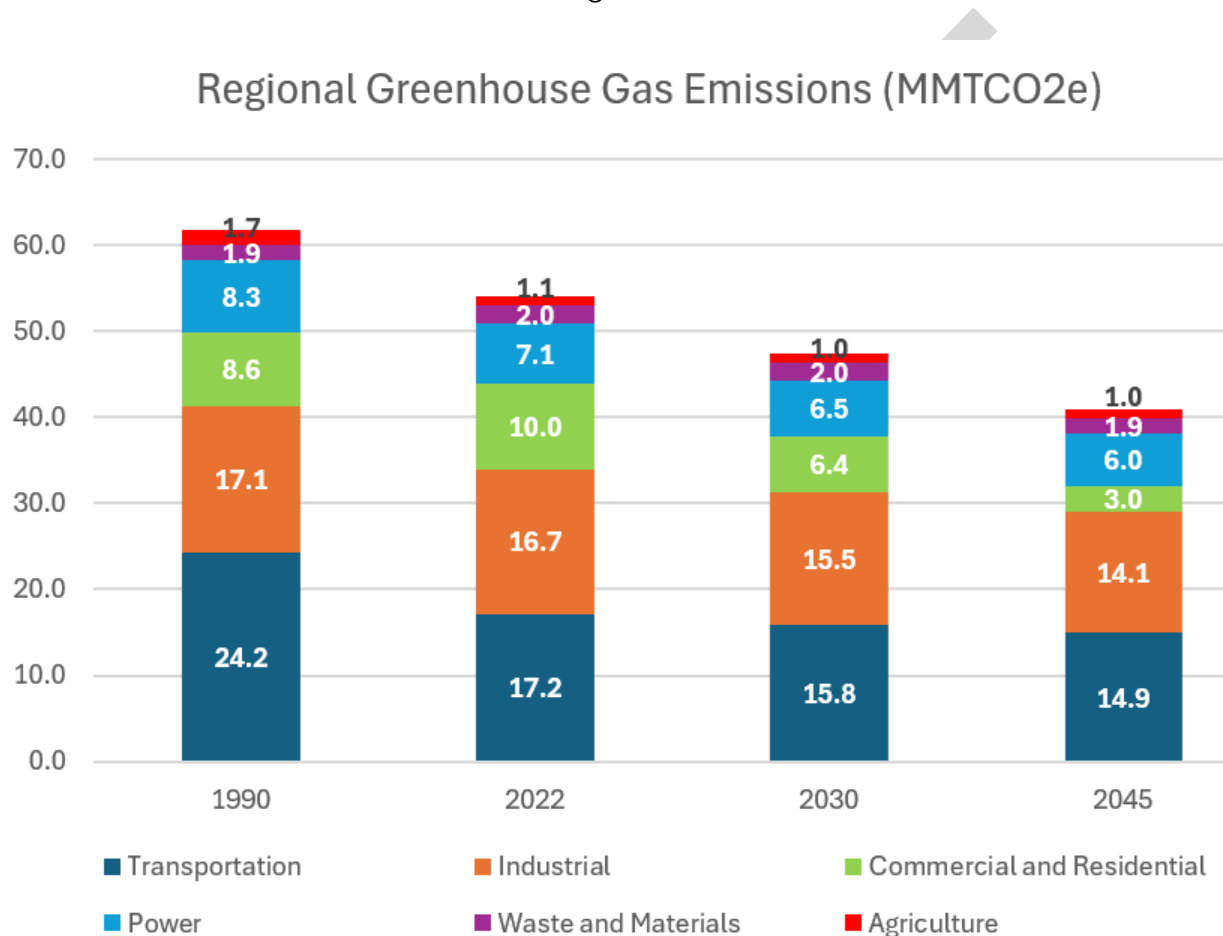
<p>ZE delivery trucks or e-cargo bikes for last-mile delivery of goods;</p> <ul style="list-style-type: none"> <li>• piloting urban micro-hubs to encourage last-mile ZE deliveries with ZE vehicles or e-cargo bikes (a micro-hub is a small-scale, strategically located facility equipped with basic storage facilities and loading docks that act as an intermediary point for the consolidation and distribution of goods); and</li> <li>• developing and disseminate best practices and technical assistance that is informed by pilots to increase deployment of urban distribution centers and ZE delivery zones more broadly.</li> </ul>	<p>Air District, MTC, counties</p>	
<p><b>T-3.2: Explore regulatory and non-regulatory approaches to incentivize or mandate ZE trucks and off-road mobile operations at truck-attracting businesses</b></p> <p>Actions may include:</p> <ul style="list-style-type: none"> <li>• developing and disseminate model policies for local governments that require the use of ZE trucks and ZE off-road mobile operations at new or expanded warehouses; and</li> <li>• exploring the development of a magnet source rule similar to the South Coast Air Quality Management District's Warehouse Actions and Investment to Reduce Emission (WAIRE) Rule Program<sup>28</sup> to address NO<sub>x</sub> and diesel particulate matter from warehouses.</li> </ul> <p>Operations could include ZE transport refrigeration units, forklifts, etc. For any regulatory approaches, consider phased transitions to compliance to allow operators that comply early to maintain eligibility for all incentive sources.</p>	<p><b>Proposed Lead Implementer:</b> Air District</p> <p><b>Proposed Supporting Implementers:</b> Local governments, ports, private fleets</p>	<p><b>Medium-term</b></p>

<sup>28</sup> The WAIRE Program is an indirect source rule that regulates warehouse facilities to reduce emissions from the goods movement industry. For more information: <https://www.aqmd.gov/home/rules-compliance/compliance/waire-program>

## Waste and Materials Sector Draft Measures

### Overview of the Waste and Materials Sector

The Waste and Materials sector consists of the food, goods, and building materials consumed and discarded in the BARCAP region.



The greenhouse gas (GHG) emissions from materials decomposing in the region's waste management facilities accounted for 4% of regional GHG emissions in 2022 (2.0 million metric tons of carbon dioxide equivalents (MMTCO<sub>2</sub>e)), with landfills contributing most of these emissions. GHG emissions from this sector have remained relatively stable since 1990 and are projected to be approximately 5% of regional emissions in 2045 (1.9 MMTCO<sub>2</sub>e for Waste, out of 40.95 MMTCO<sub>2</sub>e total)<sup>29</sup>, with landfills continuing to contribute most to

<sup>29</sup> Bay Area Air District draft GHG Emissions Inventory and Projections, to be published summer 2025 with methodology document. Projections are based on California Air Resources Board's 2022 Scoping Plan for Achieving Carbon Neutrality's scenario for organic waste profile.



emissions. GHG emissions from the production of materials that are consumed in the region are not included in BARCAP's GHG inventory because they occur predominantly outside the region, but they can be ten times greater than landfill emissions.<sup>30</sup> Therefore, the measures in this sector aim to reduce the GHG emissions related to the whole lifecycle (from production to waste) of materials consumed in the region through better material use.

**Goal for this sector:** *Reduce organic discards going to landfill by 75% in a manner that also reduces GHG emissions over the lifecycle of materials and improves communities' health.*

California's main strategy to reduce waste-related emissions is the Short-Lived Climate Pollutants Act (Senate Bill 1383), which aims to reduce organic discards going to landfills by 75% and recover 20% of currently wasted edible food to feed people. Implementation of SB 1383 is primarily at the local level. Assembly Bill 2446 sets a goal of reducing embodied carbon (emissions related to manufacturing, transportation and installation) of building materials by 40% by 2035. Together, food, other organics, and building materials make up a majority of what the region consumes and wastes. Improving how we use these materials has the potential for the biggest emissions reductions among material types, as well as the potential to improve people's lives through food security, healthy homes, and job opportunities.

BARCAP survey results showed regional support for waste reduction, recycling, and composting (ranked among the top five of thirteen potential focus areas for climate action by nearly 30% of respondents). Similarly, almost 30% of respondents ranked strengthening local food production and consumption through reduced food waste and stronger food security as a top-five strategy for potential focus areas.

Members of the region's frontline communities who participated in the BARCAP engagement process expressed the importance of having access to healthy, affordable food and buildings. They emphasized the important role of community organizations in filling gaps in the food system and strengthening their ability to grow, distribute, and compost food in their communities. Health impacts were an important concern, particularly related to plastics, toxins in building materials, and an inequitable air pollution burden from waste management facilities.

**The BARCAP therefore focuses on** regional efforts that support community-based initiatives for food recovery, production, distribution, and composting to address food insecurity and reduce the amount of organics decomposing in landfills. It also focuses on efforts to increase the use of low-carbon and nontoxic building materials. Finally, it addresses proper waste sorting and treatment to decrease the amount of organics going to

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<sup>30</sup> U.S. EPA. 2020b. Documentation for greenhouse gas emission and energy factors used in the waste reduction model (WARM): Management practices chapters. WARM Version 15. Washington, DC, USA: United States Environmental Protection Agency, Office of Resource Conservation and Recovery. <https://www.epa.gov/warm/documentationchapters-greenhouse-gas-emission-energy-and-economic-factors-used-waste-reduction>.

landfill and to manage landfills, composting facilities, and wastewater treatment facilities to minimize their GHG emissions.

## Measure W-1: Enable Food Access and Clean Compost

<p>Support local governments and food recovery organizations to more effectively meet their food recovery and composting goals and overcome implementation hurdles to implement Senate Bill 1383 goals to reduce landfilled organic discards by 75% and recover 20% of edible food.</p> <p><u>GHG reductions in 2045:</u> Low</p> <p><u>Potential co-benefits:</u> Improved community health, reduced cost burden through increased access to food, reduced exposure to emissions near waste treatment facilities, creation of food recovery jobs, new green spaces and community gardens</p> <p><u>Potential metrics:</u> Pounds of food recovered to feed people</p>		
Actions	Implementers	Timeframe to start implementation
<p><b>W-1.1: Develop funding and asset-sharing mechanisms to support edible food recovery operations</b></p> <p>Expand edible food recovery capacity and training for businesses and institutions that generate surplus edible food to enable at least the minimum edible food recovery requirement in SB 1383 and deliver food to people experiencing food insecurity. Steps to implement this action include:</p> <ul style="list-style-type: none"> <li>• assessing the funding needs for food recovery, grounded in data of actual cost of service;</li> <li>• pursuing a sustained and dedicated funding source, potentially paid for by the region's largest food waste generators;</li> <li>• designing the funding to be accessible to food recovery organizations with effective and equitable food distribution models;</li> <li>• strengthening regional and local networks of food recovery organizations to enable them to pursue funding collectively; and</li> </ul>	<p><b>Proposed Lead Implementers:</b> Counties</p> <p><b>Proposed Supporting Implementers:</b> Food recovery organizations</p>	<p><b>Medium-term</b></p>

<ul style="list-style-type: none"> <li>supporting these networks to develop mutual benefit arrangements for shared assets (e.g. clean air vehicles, food processing and storage facilities and equipment, and software).</li> </ul>		
<p><b>W-1.2: Coordinate regional efforts to improve sorting of organics discards, including reducing common contaminants of the organics stream</b></p> <p>Coordinate joint efforts across counties to minimize duplication of effort and share best practices with local governments and waste haulers, including strategies to:</p> <ul style="list-style-type: none"> <li>translate informational materials and target outreach to multi-family, small mom and pop, minority-owned businesses and restaurants, and multi-tenant commercial properties;</li> <li>reduce single-use foodware and plastics through regionally aligned messaging, incentives, and policies that advance reusable foodware and other alternatives;</li> <li>include in waste hauler agreements the use of new technologies that enable real-time monitoring and feedback on proper sorting (e.g. cameras in trucks and bins, artificial intelligence analysis of discard streams); and</li> <li>receive feedback from compost users in natural and working lands to improve strategies to reduce contamination.</li> </ul>	<p><b>Proposed Lead Implementers:</b> Counties</p> <p><b>Proposed Supporting Implementers:</b> Waste haulers</p>	<p><b>Medium-term</b></p>
<p><b>W-1.3: Increase the region's understanding of lifecycle and health impacts of food and goods consumption and the opportunity for community-scale solutions</b></p> <p>Include information about lifecycle, health, and community impacts of materials in waste-related and other messages distributed to communities by regional and local governments. Partner with schools to educate youth about health, climate</p>	<p><b>Proposed Lead Implementer:</b> Regional agency or local governments</p> <p><b>Proposed Supporting Implementers:</b> Schools, food producers, food recovery organizations,</p>	<p><b>Medium-term</b></p>

literacy, and community-scale entrepreneurship. Impacts and benefits to highlight include: <ul style="list-style-type: none"> <li>• lifecycle environmental impacts including climate pollution from the production of food and other goods consumed in the region;</li> <li>• health concerns including toxic chemicals, microplastics, and date labeling; and</li> <li>• community resilience, food security, and economic benefits from community-scale food production, distribution, recovery, gleaning, and composting.</li> </ul>	community composters, health agencies	
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## Measure W-2: Advance Low-Carbon Building Materials and Reuse

Reduce waste and GHG emissions associated with building materials in alignment with Assembly Bill 2446 goals to reduce embodied carbon by 40% by 2035 through expansion of the California Green Building Code and economic development initiatives that advance deconstruction<sup>31</sup> and reuse, material efficiency, and the prevalence of carbon storing, low-carbon, and healthy building materials. Actions are informed by a series of convenings of the Bay Area Deconstruction Working Group.<sup>32</sup>

GHG reductions in 2045: Supporting

Potential co-benefits: Reduced exposure to health-damaging demolition dust containing asbestos, lead, etc. through manually deconstructing buildings, reduced exposure to health-damaging toxins off-gassing from building materials, improved housing quality, job creation (supply chain and deconstruction) anti-displacement if existing buildings retrofitted to provide more housing units

Potential metrics: Tons of used building material salvaged by resellers, metric tons of carbon dioxide equivalent decrease in embodied carbon from a baseline measured by the California Air Resources Board

<sup>31</sup> Deconstruction is the systematic dismantling of a structure, or portion thereof, to maximize the salvage of materials for reuse, in preference over salvaging materials for recycling, energy recovery, or sending the materials to the landfill.

<sup>32</sup> The Bay Area Deconstruction Working Group is composed of representatives of government, construction industry, and nonprofits, in fall 2024 to discuss strategies to increase the use of salvaged materials. It was convened by San Francisco Environment Department, EPA Region 9, and supported by StopWaste. Information can be found on StopWaste's website: <https://www.stopwaste.org/at-work/built-environment/construction-demolition-debris/bay-area-deconstruction-workgroup>

Actions	Implementers	Timeframe to start implementation
<p><b>W-2.1: Support the state and local governments to implement and expand the California Green Building (CALGreen) embodied carbon code requirements</b></p> <p>Engage with the state's code setting commissions and local governments to amend building codes (e.g. adopting CALGreen Tiers, material-specific requirements, or expanding to more project types) to encourage material efficient building design and lower carbon material choices, deconstruction surveys, and use salvaged materials. Increase the code's effectiveness by supporting its implementation. This action includes providing:</p> <ul style="list-style-type: none"> <li>• comments and information during code development processes;</li> <li>• templates and justification for local reach code adoption;</li> <li>• training resources (e.g. those developed by state agencies or architectural associations) to local building officials and design teams; and</li> <li>• coordination across jurisdictions for regional consistency to ease compliance by construction teams that work across the region.</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional agency or counties</p> <p><b>Proposed Supporting Implementers:</b> Local government building departments, building sector associations</p>	<p><b>Medium-term</b></p>
<p><b>W-2.2: Work with construction teams and suppliers to increase availability and adoption of low-carbon building materials and practices</b></p> <p>Increase adoption of reuse and low carbon practices by project teams and increase the availability of low carbon materials in the region through:</p> <ul style="list-style-type: none"> <li>• information sharing and education through existing networks and industry associations;</li> <li>• public recognition, faster permitting for deconstruction or projects pursuing certifications like TRUE or Zero Carbon;</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional agency, counties, or industry networks</p> <p><b>Proposed Supporting Implementers:</b> Local governments, industry associations,</p>	<p><b>Medium-term</b></p>

<ul style="list-style-type: none"> <li>• identification of priority materials and products to focus on for the Bay Area;</li> <li>• economic development including workforce training, entrepreneurship support, and physical infrastructure such as space for manufacturing, research and prototyping, and storing salvaged materials; and</li> <li>• collaboration with rural economic development agencies and initiatives in natural and working lands for regeneratively sourced wood and agricultural building materials.</li> </ul>	<p>economic development agencies, higher education institutions</p>	
<p><b>W-2.3: Identify opportunities for the region's existing buildings</b></p> <p>Assess how much vacant space and reusable materials are in the region's existing buildings. Compile economic, land use, assessments of salvageable materials, and building type and age information to establish a regional understanding that will enable the region to:</p> <ul style="list-style-type: none"> <li>• identify opportunities to retrofit underused commercial and oversized residences to accommodate more housing units or community-based economic development (e.g. pop-ups in vacant retail spaces)</li> <li>• identify commercial sites for storing and processing salvaged building materials</li> <li>• target materials to deconstruct and salvage when buildings are taken down or remodeled.</li> </ul>	<p><b>Proposed Lead Implementer:</b> Regional agency or counties</p> <p><b>Proposed Supporting Implementers:</b> Regional governments, local governments, deconstruction assessors and contractors, academic institutions</p>	<p><b>Medium-term</b></p>

### Measure W-3: Reduce Methane Emissions from Waste Management Facilities

Reduce methane emissions through expansion or amendment of existing Air District rules or engage in new rulemaking to address sources including landfills, compost facilities and wastewater treatment facilities.

GHG reductions in 2045: Low

Potential co-benefits: TBD

Potential metrics: TBD

Actions	Implementers	Timeframe to start implementation
<p><b>W-3.1: Explore revisions to Air District's regulation to reduce emissions from landfills</b></p> <p>Determine if Air District's Rule 8-34 to reduce methane and non-methane volatile organic compounds from landfills needs to be updated depending on the direction of the state's rulemaking. The state currently has a Landfill Methane Regulation in place and is continuing to explore updates to further reduce emissions as part of the Climate Change Scoping Plan process.</p>	<p><b>Proposed Lead Implementer:</b> Air District</p>	
<p><b>W-3.2: Explore policy options to reduce emissions from wastewater treatment facilities</b></p> <p>Review current understanding of GHG emissions from wastewater treatment facilities and explore options to reduce methane and other emissions from wastewater treatment facilities and anaerobic digestion systems. Based on findings, determine whether rule development is needed and initiate that process.</p>	<p><b>Proposed Lead Implementer:</b> Air District</p>	
<p><b>W-3.3: Explore rulemaking to minimize emissions of methane, volatile and toxic organic compounds, and odorous substances from organic waste handling facilities, including large composting facilities</b></p> <p>Review regulatory mechanisms to reduce emissions. Conduct outreach to facility operators and impacted communities. Develop specific requirements for facilities. Based on findings, determine whether rule development is needed and initiate that process.</p>	<p><b>Proposed Lead Implementer:</b> Air District</p>	



# Update on the Bay Area Regional Climate Action Plan Initiative

Policy, Grants, and Technology Committee

July 16, 2025

Jamesine Rogers Gibson

Senior Advanced Projects Advisor

Planning and Climate Protection Division



# Presentation Outline

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- Bay Area Regional Climate Action Plan (BARCAP) Initiative Overview
- Summary of Engagement Activities
- Sample greenhouse gas (GHG) Reduction Measures
- Next Steps

# BARCAP Initiative



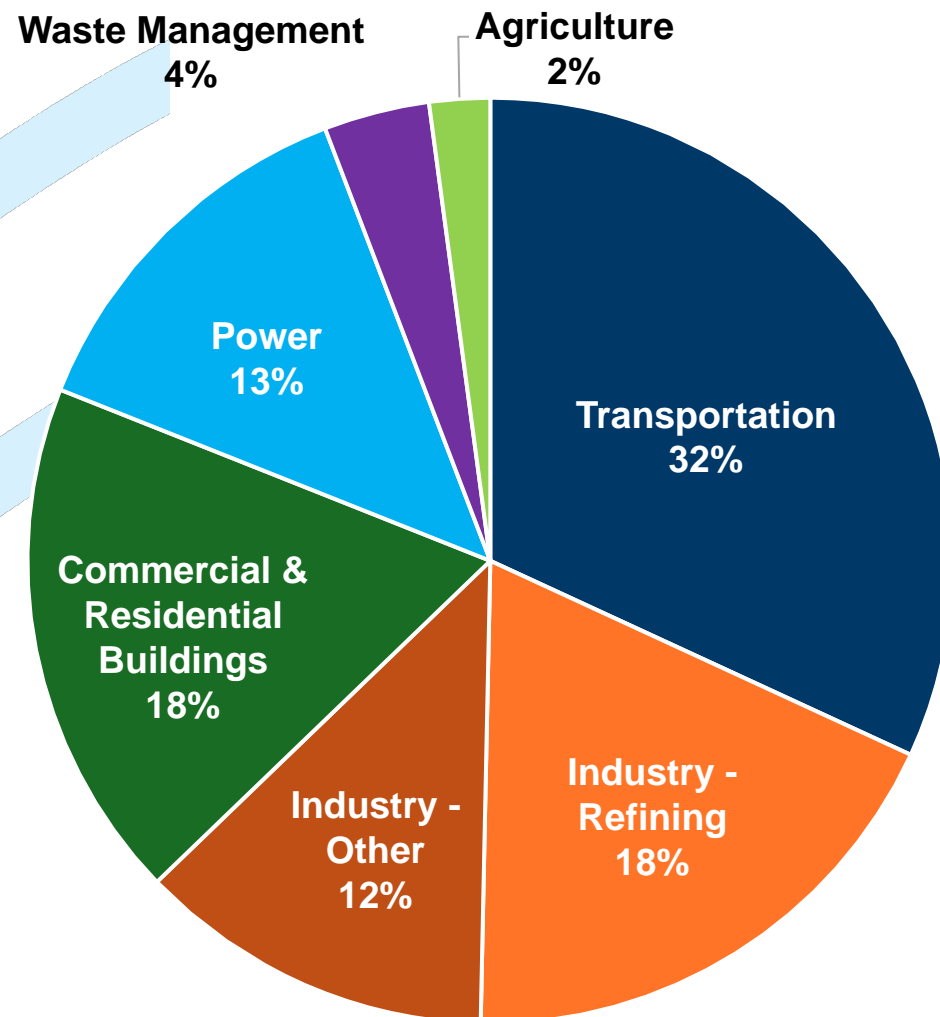
Air District received funding from the United States Environmental Protection Agency (US EPA) to lead development of a regional climate action plan for an eight-county area (see map on left)\*

## Key deliverables include:

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

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

# Draft GHG Inventory – BARCAP Region



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



## How we move (32%):

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

## Where we live, work and play (18%):

- **Natural gas** is used in space and water heating

## How we power our economy (13%):

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

## What we throw away (4%):

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

# BARCAP Engagement Overview



## Local Governments

Staff from city, county and regional government agencies



## Technical Working Groups

Technical experts and potential implementers



## Frontline Communities

Frontline community members & community based organizations



## Public

Members of the public (8-County)



## Other US EPA Grant Recipients

Coordinators of other state and regional climate planning efforts

# Advisory Work Group for BARCAP



City of  
Oakland



Logos courtesy of agency websites



JULY 16, 2025 • POLICY, GRANTS, AND TECHNOLOGY COMMITTEE

6



# Local Government Engagement

- Hosted local government input session
- Held discussions at 8 local government gatherings on potential measures:
  - San Mateo Regionally Integrated Climate Action Planning Support Program (RICAPS)
  - Marin Climate and Energy Partnership
  - Sonoma Regional Climate Protection Authority
  - Alameda County/StopWaste Technical Advisory Group
  - Contra Costa County Sustainability Exchange



Sonoma County Regional Climate Protection Authority

*Logos courtesy of agency websites*

# Other Engagement

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- Technical Working Groups for each sector
  - *Members include potential implementers and technical experts*
- Frontline Community Workshops
  - *Co-developed with 8 community-based organizations*
- Public Workshops
  - *September 2024, February 2025, July 2025*
- Public Survey
  - *More than 675 responses from across the region*
- Coordination with State and Regional US EPA Grantees

# Approach to Measure Development

- Additive: Regional action to align, leverage, or accelerate state and local climate action – not duplicate
- Collaborative: Implementation by mix of agencies and organizations – not just Air District
- Informed: Informed by robust engagement process





# Sample Measure: Transportation

*32% regional GHG emissions in 2022 are from Transportation*



*Local Highlight:* Oakland Unified School District's fully electric school bus fleet (Oakland, Alameda County)

## Accelerate Medium- and Heavy-Duty Vehicle and Equipment Decarbonization

- Expand incentives and loan assistance for the purchase of medium- and heavy-duty zero-emission (ZE) vehicles and equipment
- Encourage large fleets (e.g., municipal, transit, or corporate) to serve as anchor tenants for charging and clean-fueling hubs

# Sample Measure: Buildings

*18% regional GHG emissions in 2022 are from Buildings*



*Local Highlight:* Mixed-use property (32 residential and 9 commercial units) with electrification and energy efficiency retrofits (Vallejo, Solano County)

## **Advance Decarbonization and Public Health by Integrating Electrification Incentives with Home Repair and Weatherization in Low-Income Communities**

- Explore new funding and financing opportunities
- Pilot a holistic retrofit program: Consider expanding to all Bay Area counties based on results



# Sample Measure: Natural and Working Lands

*Sequesters carbon, 2% regional GHG emissions in 2022 from Agriculture*



*Local Highlight:* Regenerative Agriculture at Straus Dairy Farm (Marshall, Marin County)

**Enhance Carbon Sequestration and Reduce GHG Emissions through Management and Restoration of Agricultural and Working Lands**

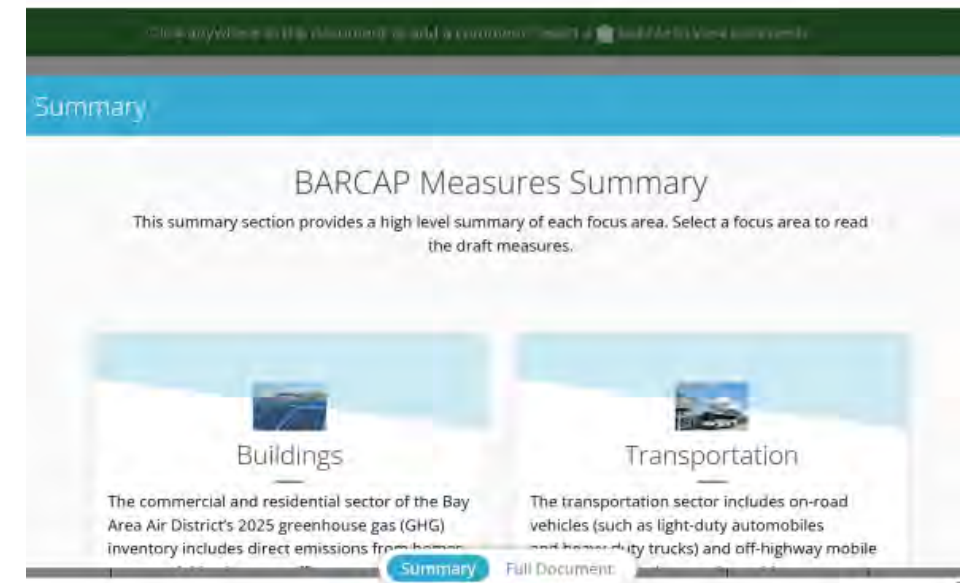
- Scale climate-beneficial agriculture and catalyze widespread adoption of practices that increase or maintain carbon stocks
- Develop toolkit and training for integrating climate-protective agricultural practices into local plans

# Public Comment on Draft Measures

## Three opportunities for Public to comment on draft measures

- Attend July 22, 2025 public workshop (*Register here:* <https://us02web.zoom.us/meeting/register/PQTir8t9Sd6ovyhEvykZAw#/registration>)
- Comment through online platform (<https://barcap.konveio.com/bay-area-regional-climate-action-plan>)
- Email comments to [planning@baaqmd.gov](mailto:planning@baaqmd.gov)

Comment period open through July 29, 2025



# Questions

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## **For more information:**

Jamesine Rogers Gibson | Senior Advanced Projects Advisor |  
[jrogersgibson@baaqmd.gov](mailto:jrogersgibson@baaqmd.gov)

# Overview of Santa Clara and San Benito County's Comprehensive Climate Action Plan

County of Santa Clara, Office of Sustainability and Resilience

Bay Area Air District  
Policy, Grants, and Technology Committee  
July 16, 2025

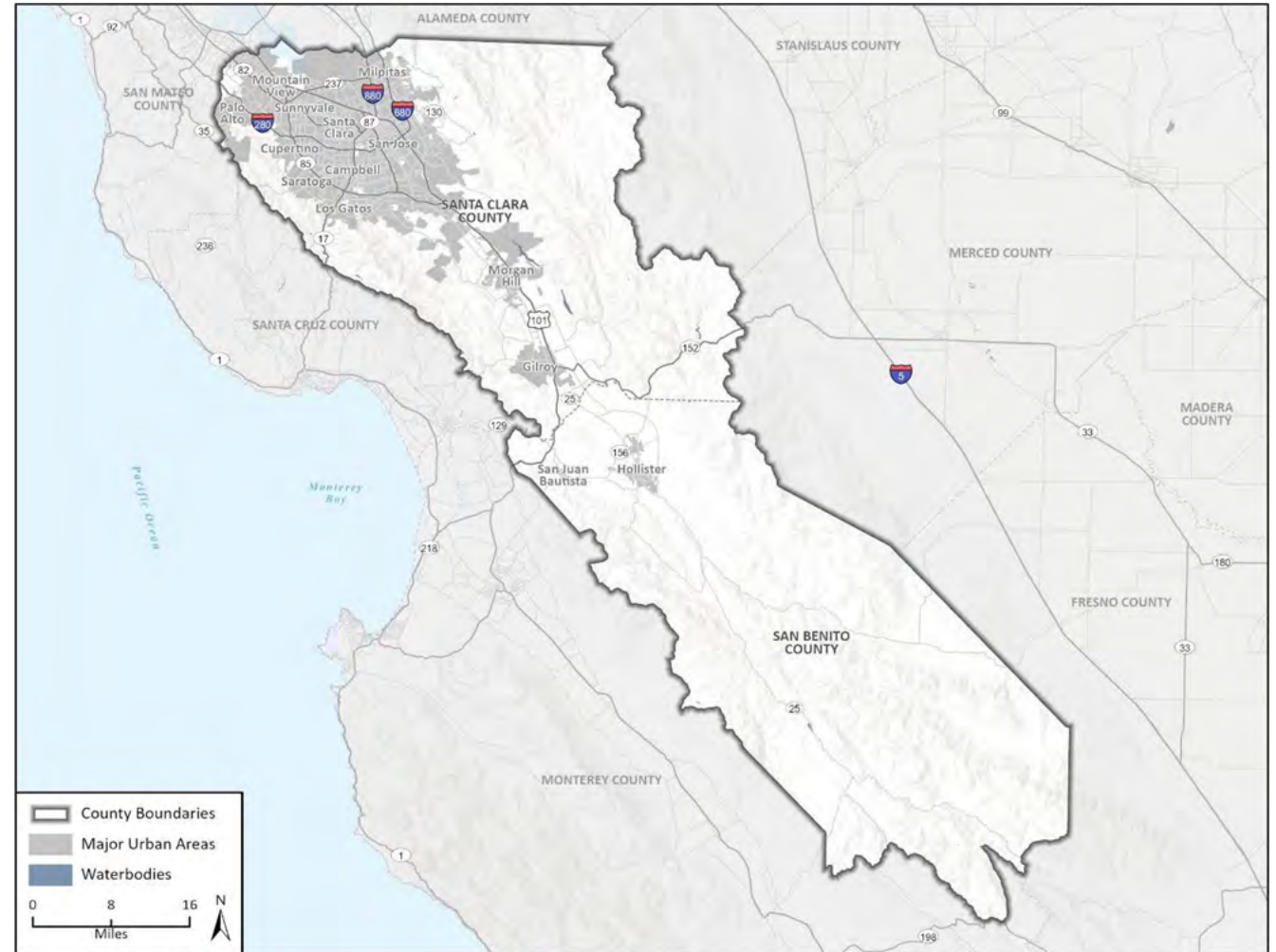


Office of Sustainability  
and Resilience



# Overview of CPRG Project

- \$1M EPA Climate Pollution Reduction Grant (CPRG) planning grant
- San Benito County and Santa Clara County Metropolitan Statistical Area



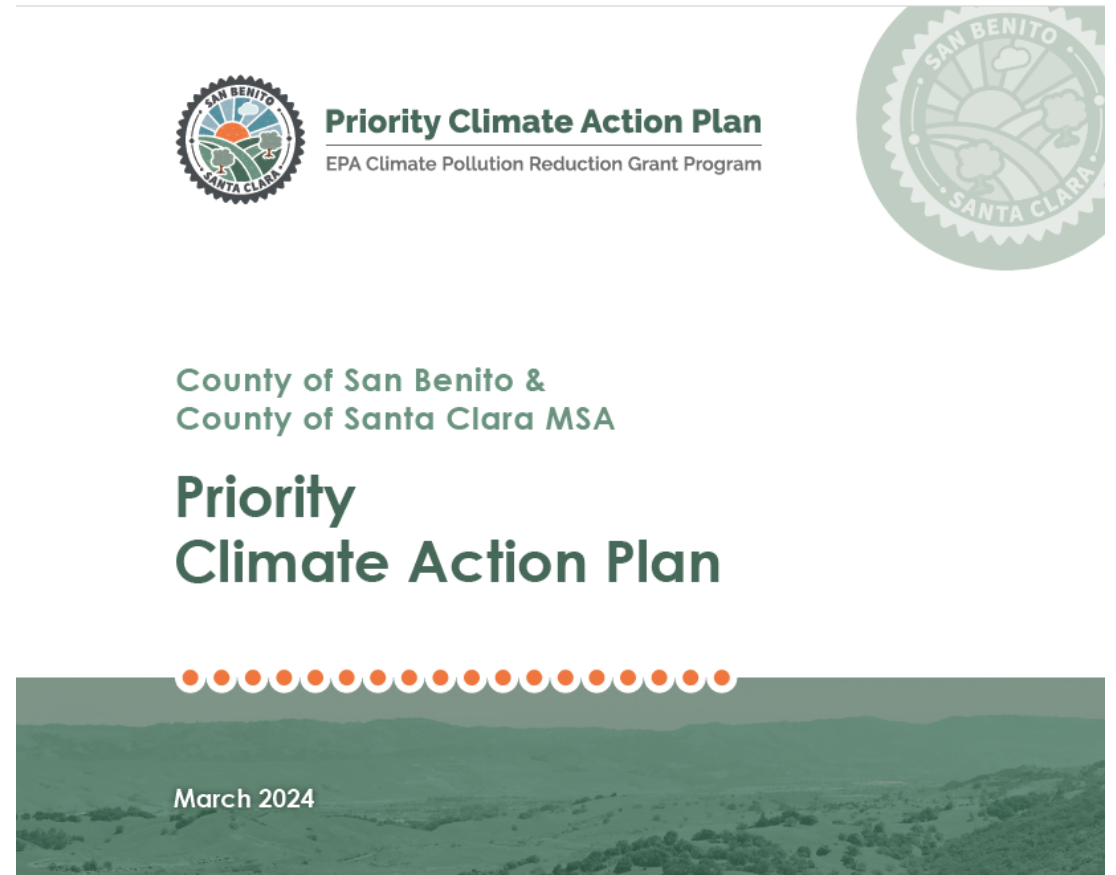
Imagery provided by Esri and its licensors © 2024.



# Overview of CPRG Project

## Deliverables:

- Priority Climate Action Plan - **COMPLETED March 2024**
- Comprehensive Climate Action Plan - **UNDERWAY**
- Status Report- **July 2027**





# Timeline



# Building on Existing Work

- Local climate action planning
  - Leverage climate action plans developed by cities and regional agencies
  - Highlight climate and resilience initiatives through nonprofit organizations and other stakeholders



# Priority Climate Action Plan Development

- Coordination with Bay Area Air District, Council of San Benito County Governments, Association of Monterey Bay Area Governments
- Local government and stakeholder input via CPRG Work Group
- Criteria for selected measures:
  - Implementation-ready
  - Can be completed in the near term
- Priorities:
  - Operational Development and Excellence
  - Planning for Sustainable Growth
  - Technology
  - Community Engagement
  - Healthy & Safe Communities
  - Equity and Access



# CPRG Work Group

- Association of Monterey Bay Area Governments
- Breathe California
- City of Campbell
- City of Cupertino
- City of Gilroy
- City of Milpitas
- City of Morgan Hill
- City of Mountain View
- City of Palo Alto
- City of San Jose
- City of Santa Clara
- City of Sunnyvale
- County of San Benito
- County of Santa Clara
- Joint Venture Silicon Valley
- Lighthouse Silicon Valley
- San Jose Clean Energy
- Santa Clara Valley Transportation Authority
- Santa Clara Valley Water
- Silicon Valley Clean Energy
- Town of Los Gatos
- Valley Water

CPRG Work Group core members from PCAP development phase in 2024.

This list continues to grow, as additional organizations have joined during the CCAP phase.



# Priority Climate Action Plan Key Actions

- Regional Building Electrification Concierge Program
- Regional Marketing Campaigns
- Regional Transit and Bike/Ped Planning
- Corridor Electric Vehicle Planning
- Regional Compost Programs and Organics/Food Hubs



## Priority Measures

Table 2 San Benito and Santa Clara County MSA PCAP Priority Measures

Priority Measure	Cumulative GHG Emission Reductions (MT CO <sub>2</sub> e)		Implementing Agency or Agencies	Geographic Scope	
	2030	2050			
Building Energy					
BE-1	Regional Holistic Building Decarbonization Program for Low-and-Moderate Income Occupant Housing	136,404	1,277,330	BayREN, ABAG, AMBAG, BAAQMD, CCAs, Santa Clara County, San Benito County, Habitat for Humanity, Rebuilding Together, Association for Energy Affordability, Rising Sun Center for Opportunity, Pacific Gas & Electric	San Benito County and Santa Clara County
BE-2	Establish a Public Facility Community Resiliency and Implementation Fund	32,970	655,774	Cities, Counties	San Benito County and Santa Clara County
BE-3	Establish Commercial, Agricultural, and Industrial Buildings Decarbonization Program to Support Non-Residential Decarbonization With Incentives and Technical Support	838,126	27,859,310	AMBAG, County of Santa Clara	San Benito County and Santa Clara County
Transportation					
T-1	Develop Safe, Accessible, Clean, and Equitable Multi-Modal Mobility Hubs	144,770	362,891	MTC, VTA	San Benito County and Santa Clara County
T-2	Implement the VTA Visionary Transit Network	9,256	200,461	VTA, Sa	San Benito County and Santa Clara County
T-3	Create a Regional Bike Lane Fund to Build a Bike-Ped Highway	356	5,096	County of San Benito, County of Santa Clara, VTA	San Benito County and Santa Clara County



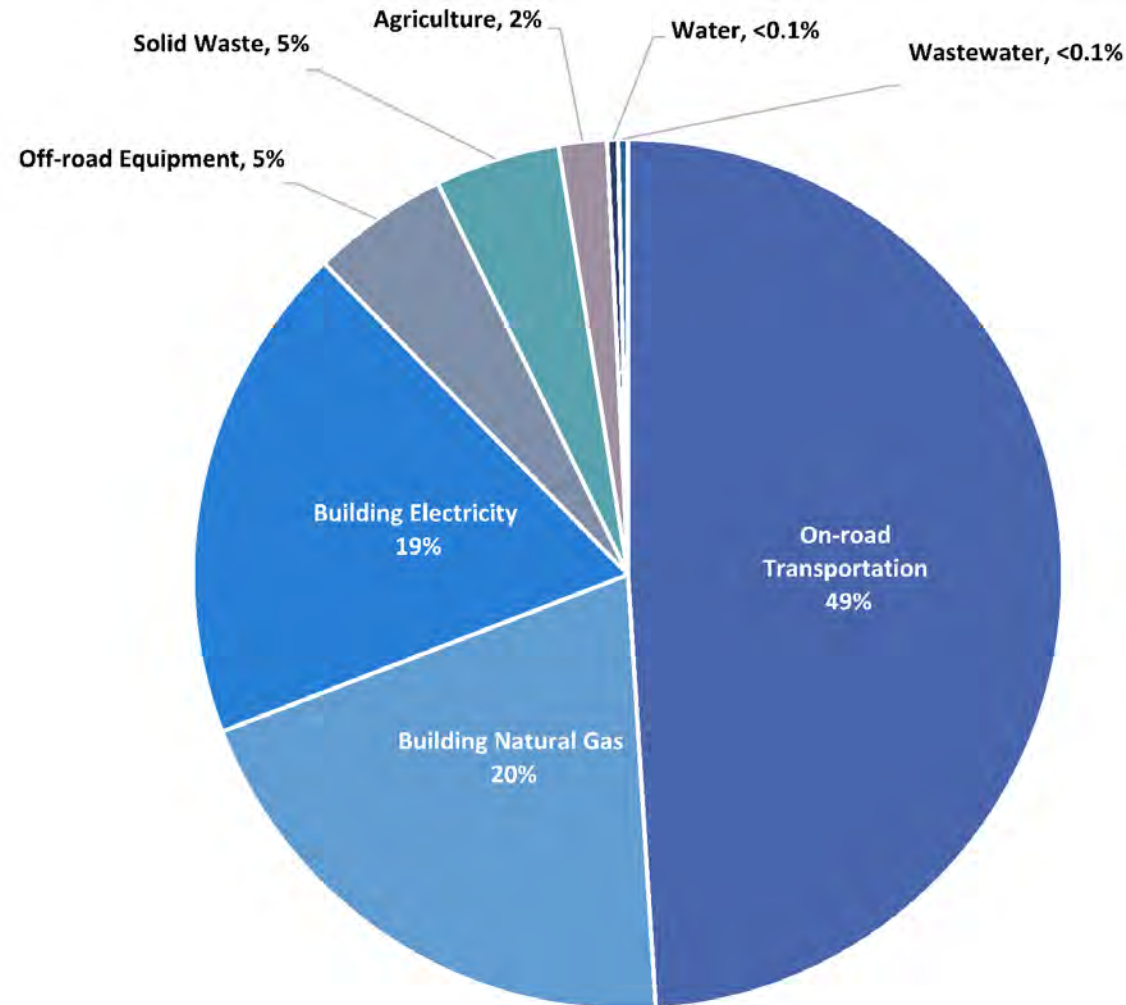
# Comprehensive Climate Action Plan

## Elements:

- GHG Inventory and Forecasting
- Benefits Analysis
- Low Income Disadvantaged Communities (LIDAC) Analysis
- Authority to implement
- Other Funding Availability
- Workforce Planning Analysis



# Draft GHG Inventory for Region



- Draft 2022 greenhouse gas emissions inventory
- Covers Santa Clara and San Benito Counties
- Estimated 11,574,730 metric tons of carbon dioxide equivalent



# CCAP Measures - Examples

## Energy

- Expand microgrids including renewable generation and battery storage at municipally owned facilities
- Develop and implement a Regional Holistic Building Decarbonization Program for Low-and-Moderate Income Occupant Housing

## Transportation

- Collaborate regionally to provide increased opportunities for fast and efficient transit
- Create an Agricultural Equipment Decarbonization Program





# CCAP Measures - Examples

## Carbon Sequestration

- Develop a regional carbon sequestration trading and incentive program tied to organics diversion
- Develop a regional tree planting program utilizing native and climate smart species

## Waste Management

- Develop a Community-Scale Food/Beverage Container Reuse System
- Establish connected organics diversion hubs for reducing organics sent to landfills and increasing edible food recovery



# For more information

Office of Sustainability and Resilience:

[sustainability@ceo.sccgov.org](mailto:sustainability@ceo.sccgov.org)

[sustainability.santaclaracounty.gov](http://sustainability.santaclaracounty.gov)

Santa Clara County Climate Collaborative:

[climatecollaborativescc.org](http://climatecollaborativescc.org)



**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: July 16, 2025

Re: State Legislative Update

RECOMMENDED ACTION

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

BACKGROUND

Attached are two reports – the first report is on bills that the Air District has taken a position on during the 2025 Legislative Session – as of the July 2, 2025, Board of Directors meeting – that were still moving through the legislative process as of the last Policy, Grants, and Technology Committee (Committee) meeting on June 18, 2025. Among other things, this report includes bill summary, status, location, history, and previous vote events. The second report is a matrix of all the bills that the Air District is currently tracking – arranged by category.

DISCUSSION

**State Legislative Update**

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 bills listed below.

Bills that have died are noted with a ~~strikethrough~~ and bills that have changed topics entirely (gut and amended) are noted with an asterisk (\*).

**Board-Approved-Position Bills**

Co-Sponsor:

- Assembly Bill (AB) 14 (Hart) – Coastal resources: Protecting Blue Whales and Blue Skies Program
- ~~Senate Bill (SB) 282 (Wiener) – Heat Pump Access Act~~

Support:

- AB 546 (Caloza) – Health care coverage: portable high-efficiency particulate air (HEPA) purifiers
- ~~AB 674 (Connolly) – Clean Cars 4 All Program~~
- AB 907 (Chen) – State Air Resources Board: board members: compensation
- ~~AB 1106 (Rodriguez) – State Air Resources Board: regional air quality incident response program~~
- ~~AB 1352 (Solache) – Community air protection programs: financial support~~
- \*SB 69 (McNerney) – Clean Cars 4 All Program
  - \*New Topic: Artificial intelligence program: Attorney General.

Oppose:

- AB 339 (Ortega) – Local public employee organizations: notice requirements
- ~~AB 1368 (Wallis) – Smog check: exemption~~
- SB 34 (Richardson) – Air pollution: South Coast Air Quality Management District: mobile sources: public seaports
- SB 712 (Grove) – Smog check: motor vehicles: exemption

Oppose Unless Amended:

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

Work With Author:

- AB 914 (Garcia) – Air pollution: indirect sources

**Additional Bills of Interest for Discussion**

- [SB 237 \(Grayson et. al\)](#) – Air pollution: gasoline: one stop shop permitting
- [AB 306 \(Schultz\)](#) – Building regulations: state building standards
- [AB 130 \(Committee on Budget\)](#) – Housing

**State Budget Update for Fiscal Year (FY) 2025-26**

On June 24, 2025, the Legislature and the Governor reached an agreement on the Budget Act of 2025. The whole budget package includes the Budget Bill, budget bill juniors, and trailer bills.

Air District staff will provide the Committee with a verbal update on the state budget and the status of funding as it pertains to the Air District.

## California State Legislature Upcoming Dates and Deadlines:

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.

*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. CapitolTrack - Board-Approved-Position Bills - As of July 8, 2025
2. Bills of Interest Matrix - As of July 8, 2025 - By Category
3. State Legislative Update Presentation

**AB 14** (**Hart, D**) Coastal resources: Protecting Blue Whales and Blue Skies Program.**Current Text:** 05/23/2025 - Amended [HTML](#) [PDF](#)**Introduced:** 12/02/2024**Last Amended:** 05/23/2025**Status:** 07/02/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on APPR.**Calendar:** 07/14/25 S-APPROPRIATIONS 10 a.m. - 1021 O Street, Room 2200 CABALLERO, ANNA, Chair**Location:** 07/02/2025 - Senate Appropriations

**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, in the Protecting Blue Whales and Blue Skies Program with air pollution control districts and air quality management districts along the coast and other stakeholders to support, in an advisory capacity, coastal air districts in their efforts to implement a statewide voluntary vessel speed reduction and sustainable shipping program for the California coast in order to reduce air pollution, the risk of fatal vessel strikes on whales, and harmful underwater acoustic impacts. The bill would authorize the expansion of the existing Protecting Blue Whales and Blue Skies Program to include specified components, including incentives to program participants based on a percentage of distance traveled by a participating vessel at a reduced speed, as provided. (Based on 05/23/2025 text)

**Is Urgency:** N**Is Fiscal:** Y**Votes:**03/25/25 - **ASM. W., P. & W.** (Y:13 N:0 A:0) (P)04/07/25 - **ASM. NAT. RES.** (Y:14 N:0 A:0) (P)04/23/25 - **ASM. APPR.** (Y:15 N:0 A:0) (P)05/01/25 - **ASM. CONSENT CALENDAR** (Y:76 N:0 A:3) (P)06/10/25 - **SEN. N.R. & W.** (Y:7 N:0 A:0) (P)07/02/25 - **SEN. E.Q.** (Y:8 N:0 A:0) (P)**Text History:**05/23/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)03/13/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)12/02/24 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)**History:**

07/02/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on APPR.

06/10/2025 - From committee: Do pass and re-refer to Com. on E.Q. with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (June 10). Re-referred to Com. on E.Q.

05/23/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on N.R. &amp; W.

05/14/2025 - Referred to Coms. on N.R. &amp; W. and E.Q.

05/01/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 76. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

04/24/2025 - Read second time. Ordered to Consent Calendar.

04/23/2025 - From committee: Do pass. To Consent Calendar. (Ayes 15. Noes 0.) (April 23).

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.

03/25/2025 - From committee: Do pass and re-refer to Com. on NAT. RES. with recommendation: To Consent Calendar. (Ayes 13. Noes 0.) (March 25). Re-referred to Com. on NAT. RES.

03/17/2025 - Re-referred to Com. on W. P., &amp; W.

03/13/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on W. P., &amp; W. Read second time and amended.

02/03/2025 - Referred to Coms. on W. P., &amp; W. and NAT. RES.

12/03/2024 - From printer. May be heard in committee January 2.  
12/02/2024 - Read first time. To print.

**Position:** Air District Co-Sponsor

**Priority:** High

**Notes:**

Board Approval

2/5/2025

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

**Current Text:** 06/18/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 01/28/2025

**Last Amended:** 06/18/2025

**Status:** 06/18/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

**Calendar:** 07/09/25 S-LABOR, PUBLIC EMPLOYMENT AND RETIREMENT 9:30 a.m. - 1021 O Street, Room 2200 SMALLWOOD-CUEVAS, LOLA, Chair



**Location:** 06/11/2025 - Senate L., P.E. & R.

**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 60 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 06/18/2025 text)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

03/19/25 - **ASM. P.E. & R.** (Y:4 N:0 A:3) (P)

05/23/25 - **ASM. APPR.** (Y:11 N:2 A:2) (P)

06/02/25 - **ASM. THIRD READING** (Y:51 N:11 A:17) (P)

**Text History:**

06/18/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

05/23/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

01/28/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

06/18/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.

06/13/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

06/11/2025 - Referred to Com. on L., P.E. & R.

06/03/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

06/02/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 51. Noes 11.)

05/27/2025 - Read second time. Ordered to third reading.

05/23/2025 - Assembly Rule 63 suspended. (Ayes 51. Noes 16.) From committee: Amend, and do pass as amended. (Ayes 11. Noes 2.) (May 23). Read second time and amended. Ordered returned to second reading.

04/09/2025 - In committee: Set, first hearing. Referred to APPR. suspense file.

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.

02/18/2025 - Referred to Com. on P. E. & R.

01/29/2025 - From printer. May be heard in committee February 28.

01/28/2025 - Read first time. To print.

**Position:** Oppose  
**Priority:** Medium  
**Notes:**  
Board Approval  
4/2/2025

**AB 546** (**Caloza, D**) **Health care coverage: portable HEPA purifiers.**

**Current Text:** 07/07/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/11/2025

**Last Amended:** 07/07/2025

**Status:** 07/07/2025 - Read second time and amended. Re-referred to Com. on APPR.



**Location:** 07/02/2025 - Senate Appropriations

**Summary:** Would require a large group health care service plan contract or large group health insurance policy, except a specialized health care service plan contract or health insurance policy, that is issued, amended, or renewed on or after January 1, 2026, to include coverage for one portable high-efficiency particulate air (HEPA) purifier for an enrollee or insured who is pregnant or diagnosed with asthma or chronic obstructive pulmonary disease if the enrollee or insured is in a county where a local or state emergency has been declared due to wildfires and the HEPA purifier is prescribed by the enrollee's or insured's health care provider. The bill would prohibit the cost of the HEPA purifier from exceeding \$500, adjusted for inflation. (Based on 07/07/2025 text)

**Is Urgency:** Y

**Is Fiscal:** Y

**Votes:**

04/29/25 - **ASM. HEALTH** (Y:14 N:0 A:2) (P)

05/21/25 - **ASM. APPR.** (Y:11 N:0 A:4) (P)

05/27/25 - **ASM. THIRD READING** (Y:67 N:0 A:12) (P)

07/02/25 - **SEN. HEALTH** (Y:9 N:0 A:2) (P)

**Text History:**

07/07/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

05/01/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

02/11/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

07/07/2025 - Read second time and amended. Re-referred to Com. on APPR.

07/03/2025 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 9. Noes 0.) (July 2).

06/04/2025 - Referred to Com. on HEALTH.

05/28/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

05/27/2025 - Read third time. Urgency clause adopted. Passed. Ordered to the Senate. (Ayes 67. Noes 0.).

05/22/2025 - Read second time. Ordered to third reading.

05/21/2025 - From committee: Do pass. (Ayes 11. Noes 0.) (May 21).

05/14/2025 - In committee: Hearing postponed by committee.

05/05/2025 - Re-referred to Com. on APPR.

05/01/2025 - Read second time and amended.

04/30/2025 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 29).

02/24/2025 - Referred to Com. on HEALTH.

02/12/2025 - From printer. May be heard in committee March 14.

02/11/2025 - Read first time. To print.

**Position:** Support

**Priority:** Medium

**Notes:**

Board Approval  
3/5/2025

**AB 674** (**Connolly, D**) **Clean Cars 4 All Program.**

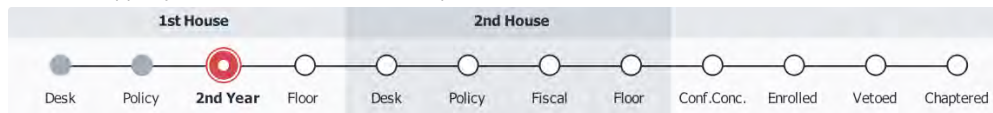
**Current Text:** 03/10/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/14/2025

**Last Amended:** 03/10/2025



**Status:** 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/30/2025)(May be acted upon Jan 2026)



**Location:** 05/23/2025 - Assembly 2 YEAR

**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)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/07/25 - **ASM. TRANS.** (Y:15 N:0 A:1) (P)

04/21/25 - **ASM. NAT. RES.** (Y:14 N:0 A:0) (P)

**Text History:**

03/10/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

02/14/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

05/23/2025 - In committee: Held under submission.

04/30/2025 - In committee: Set, first hearing. Referred to suspense file.

04/22/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 14. Noes 0.) (April 21). Re-referred to Com. on APPR.

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.

03/11/2025 - Re-referred to Com. on TRANS.

03/10/2025 - Referred to Coms. on TRANS. and NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

02/15/2025 - From printer. May be heard in committee March 17.

02/14/2025 - Read first time. To print.

**Position:** Support

**Priority:** Medium

**Notes:**

Board Approval

5/7/2025

## **AB 907**

**(Chen, R) State Air Resources Board: board members: compensation.**

**Current Text:** 02/19/2025 - Introduced [HTML](#) [PDF](#)

**Introduced:** 02/19/2025

**Status:** 06/18/2025 - Referred to Com. on E.Q.



**Location:** 06/18/2025 - Senate Environmental Quality

**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, 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, current law provides that 2 Members of the Legislature serve on the state board as ex officio, nonvoting members of the state board. Current law provides that members appointed as members from the air districts serve on the state board without compensation. 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)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/07/25 - **ASM. NAT. RES.** (Y:14 N:0 A:0) (P)

05/23/25 - **ASM. APPR.** (Y:14 N:0 A:1) (P)

06/03/25 - **ASM. THIRD READING** (Y:49 N:6 A:24) (P)

**Text History:**

02/19/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

06/18/2025 - Referred to Com. on E.Q.

06/04/2025 - In Senate. Read first time. To Com. on RLS. for assignment.

06/03/2025 - Read third time. Passed. Ordered to the Senate.

05/27/2025 - Read second time. Ordered to third reading.

05/23/2025 - From committee: Do pass. (Ayes 14. Noes 0.) (May 23).

04/23/2025 - In committee: Set, first hearing. Referred to suspense file.

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.

03/03/2025 - Referred to Com. on NAT. RES.

02/20/2025 - From printer. May be heard in committee March 22.

02/19/2025 - Read first time. To print.

**Position:** Support

**Priority:** Medium

**Notes:**

Board Approval

2/5/2025

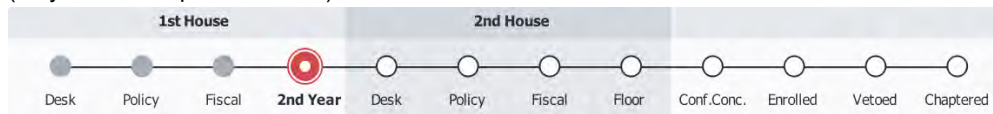
**AB 914** (**Garcia, D**) **Air pollution: indirect sources.**

**Current Text:** 05/23/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/19/2025

**Last Amended:** 05/23/2025

**Status:** 06/05/2025 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/2/2025) (May be acted upon Jan 2026)



**Location:** 06/05/2025 - Assembly 2 YEAR

**Summary:** 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 authorizes an air district to adopt a schedule of fees to be assessed on indirect sources of emissions to recover the costs of district programs related to these sources. This bill would require the state board, if necessary to carry out that duty to achieve those ambient air quality standards, to adopt and enforce rules and regulations applicable to indirect sources of emissions. 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 each air district, no later than 120 days after the adoption by the state board of indirect source regulations, to determine if the district or the state board will implement and enforce those regulations within its jurisdiction, as specified. The bill would require the state board to annually prepare a presentation on the impacts and effects of any indirect source regulations that it adopts and to post that presentation on its internet website. This bill contains other related provisions and other existing laws. (Based on 05/23/2025 text)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/28/25 - **ASM. NAT. RES.** (Y:10 N:4 A:0) (P)

05/23/25 - **ASM. APPR.** (Y:11 N:3 A:1) (P)

**Text History:**

05/23/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

03/24/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

02/19/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

06/02/2025 - Ordered to inactive file at the request of Assembly Member Garcia.

05/27/2025 - Read second time. Ordered to third reading.  
 05/23/2025 - Assembly Rule 63 suspended. (Ayes 51. Noes 16.) From committee: Amend, and do pass as amended. (Ayes 11. Noes 3.) (May 23). Read second time and amended. Ordered returned to second reading.  
 05/07/2025 - In committee: Set, first hearing. Referred to APPR. suspense file.  
 04/29/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 4.) (April 28). Re-referred to Com. on APPR.  
 03/25/2025 - Re-referred to Com. on NAT. RES.  
 03/24/2025 - Referred to Com. on NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.  
 02/20/2025 - From printer. May be heard in committee March 22.  
 02/19/2025 - Read first time. To print.

**Position:** Work with Author

**Priority:** Medium

**Notes:**

Board Approval

5/7/2025

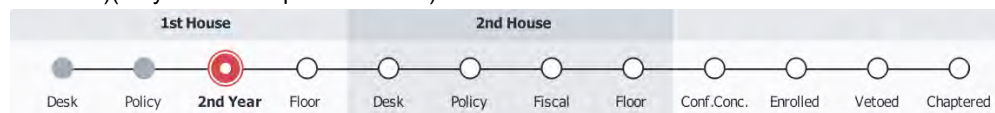
**AB 1106** **(Rodriguez, Michelle, D) State Air Resources Board: regional air quality incident response program.**

**Current Text:** 03/24/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/20/2025

**Last Amended:** 03/24/2025

**Status:** 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/7/2025)(May be acted upon Jan 2026)



**Location:** 05/23/2025 - Assembly 2 YEAR

**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)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/28/25 - **ASM. NAT. RES.** (Y:14 N:0 A:0) (P)

**Text History:**

03/24/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

02/20/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

05/23/2025 - In committee: Held under submission.

05/07/2025 - In committee: Set, first hearing. Referred to APPR. suspense file.

04/29/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (April 28). Re-referred to Com. on APPR.

03/25/2025 - Re-referred to Com. on NAT. RES.

03/24/2025 - Referred to Com. on NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.

02/21/2025 - From printer. May be heard in committee March 23.

02/20/2025 - Read first time. To print.

**Position:** Support

**Priority:** Medium

**Notes:**

Board Approval

5/7/2025

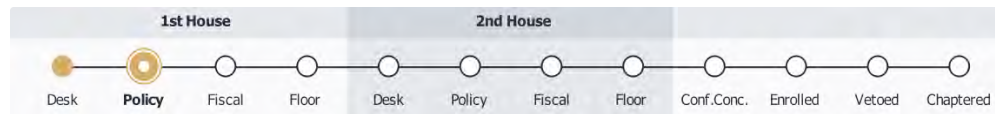
**AB 1352 (Solache, D) Community air protection programs: financial support.**

**Current Text:** 03/24/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/21/2025

**Last Amended:** 03/24/2025

**Status:** 03/25/2025 - Re-referred to Com. on NAT. RES.



**Location:** 03/24/2025 - Assembly Natural Resources

**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)

**Is Urgency:** N

**Is Fiscal:** Y

**Text History:**

03/24/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

02/21/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

03/25/2025 - Re-referred to Com. on NAT. RES.

03/24/2025 - Referred to Com. on NAT. RES. From committee chair, with author's amendments: Amend, and re-refer to Com. on NAT. RES. Read second time and amended.

02/24/2025 - Read first time.

02/22/2025 - From printer. May be heard in committee March 24.

02/21/2025 - Introduced. To print.

**Position:** Support

**Priority:** Medium

**Notes:**

Board Approval

5/7/2025

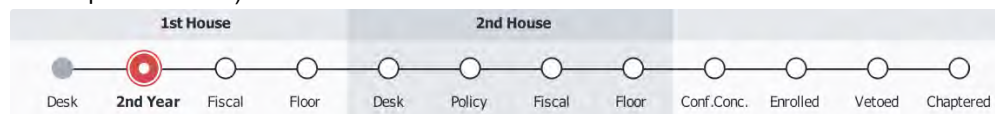
**AB 1368 (Wallis, R) Smog check: exemption.**

**Current Text:** 03/24/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/21/2025

**Last Amended:** 03/24/2025

**Status:** 05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/24/2025)(May be acted upon Jan 2026)



**Location:** 05/01/2025 - Assembly 2 YEAR

**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)

**Is Urgency:** N

**Is Fiscal:** Y

**Text History:**

03/24/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

02/21/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

04/01/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.

03/25/2025 - Re-referred to Com. on TRANS.

03/24/2025 - Referred to Com. on TRANS. From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

02/24/2025 - Read first time.

02/22/2025 - From printer. May be heard in committee March 24.

02/21/2025 - Introduced. To print.

**Position:** Oppose

**Priority:** Medium

**Notes:**

Board Approval

4/2/2025

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

**Current Text:** 04/30/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 12/02/2024

**Last Amended:** 04/30/2025

**Status:** 07/07/2025 - VOTE: Do pass as amended and be re-referred to the Committee on [Transportation] (PASS)



**Location:** 07/07/2025 - Assembly Transportation

**Summary:** Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. Current 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. Current 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. Pursuant to its authority, the district has proposed Rule 2304, which would require the Ports of Long Beach and Los Angeles to each develop a comprehensive plan for charging and fueling infrastructure for equipment, vehicles, and vessels used in port operations and whose source of propulsion energy or other use of energy, or both, is not, or is not primarily, derived from combustion of conventional fuels. In the event the board of the district takes an action to amend or adopt that proposed rule or takes one of specified similar actions regarding an operation or marine terminal facility at a public seaport, this bill would require the action to, among other things, require those ports to prepare assessments of energy demand and supply, cost estimates, and funding source, workforce, and environmental impacts and create a process by which those ports can request extensions to the timelines developed to achieve the action's targets. The bill would also prohibit the action from, among other things, imposing a cap on cargo throughput or limiting operations at the ports. The bill would repeal its provisions on January 1, 2036. (Based on 04/30/2025 text)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/23/25 - **SEN. E.Q.** (Y:8 N:0 A:0) (P)

04/28/25 - **SEN. TRANS.** (Y:14 N:0 A:1) (P)

05/12/25 - **SEN. APPR.** (Y:7 N:0 A:0) (P)

05/23/25 - **SEN. APPR.** (Y:6 N:0 A:1) (P)

06/03/25 - **SEN. Senate 3rd Reading** (Y:31 N:1 A:8) (P)

07/07/25 - **ASM. NAT. RES.** (Y:10 N:1 A:3) (P)

**Text History:**

04/30/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

04/21/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

04/10/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)



03/24/25 - Amended [htm pdf doc atl](#)  
12/02/24 - Introduced [htm pdf doc atl](#)

**History:**

06/09/2025 - Referred to Coms. on NAT. RES. and TRANS.  
06/04/2025 - In Assembly. Read first time. Held at Desk.  
06/03/2025 - Read third time. Passed. (Ayes 31. Noes 1. Page 1473.) Ordered to the Assembly.  
05/23/2025 - From committee: Do pass. (Ayes 6. Noes 0. Page 1188.) (May 23). Read second time. Ordered to third reading.  
05/16/2025 - Set for hearing May 23.  
05/12/2025 - May 12 hearing: Placed on APPR. suspense file.  
05/02/2025 - Set for hearing May 12.  
04/30/2025 - Read second time and amended. Re-referred to Com. on APPR.  
04/29/2025 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 14. Noes 0. Page 919.) (April 28).  
04/23/2025 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 8. Noes 0. Page 866.) (April 23). Re-referred to Com. on TRANS.  
04/22/2025 - Set for hearing April 28 in TRANS. pending receipt.  
04/21/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.  
04/17/2025 - Set for hearing April 23.  
04/11/2025 - Set for hearing April 30. April 30 hearing postponed by committee.  
04/10/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.  
03/28/2025 - April 2 set for first hearing canceled at the request of author.  
03/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.  
03/11/2025 - Set for hearing April 2.  
01/29/2025 - Referred to Coms. on E.Q. and TRANS.  
12/03/2024 - From printer. May be acted upon on or after January 2.  
12/02/2024 - Introduced. Read first time. To Com. on RLS. for assignment. To print.

**Position:** Oppose

**Priority:** Medium

**Notes:**

Board Approval  
7/2/2025

**SB 69**

**(McNerney, D) Artificial intelligence program: Attorney General.**

**Current Text:** 06/23/2025 - Amended [HTML PDF](#)

**Introduced:** 01/14/2025

**Last Amended:** 06/23/2025

**Status:** 06/27/2025 - Re-referred to Coms. on P. & C.P. and JUD. pursuant to Assembly Rule 96.

**Calendar:** 07/08/25 A-PRIVACY AND CONSUMER PROTECTION 1:30 p.m. - State Capitol, Room 437 BAUER-KAHAN, REBECCA, Chair



**Location:** 06/27/2025 - Assembly Privacy and Consumer Protection

**Summary:** Would require the Attorney General to establish and maintain a specified program to build internal expertise in artificial intelligence, including its applications, risks, regulatory implications, and civil rights impacts. The bill would require, on or before July 1, 2027, and annually thereafter, the Attorney General to submit a public report to the Legislature describing the program, key developments in artificial intelligence law and policy, and recommendations for additional state oversight or safeguards. (Based on 06/23/2025 text)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/23/25 - **SEN. E.Q.** (Y:8 N:0 A:0) (P)  
05/05/25 - **SEN. APPR.** (Y:7 N:0 A:0) (P)  
05/23/25 - **SEN. APPR.** (Y:6 N:0 A:1) (P)  
05/28/25 - **SEN. Senate 3rd Reading** (Y:35 N:0 A:5) (P)

**Text History:**

06/23/25 - Amended [htm pdf doc atl](#)  
05/23/25 - Amended [htm pdf doc atl](#)

04/24/25 - Amended [htm pdf doc atl](#)  
03/24/25 - Amended [htm pdf doc atl](#)  
01/14/25 - Introduced [htm pdf doc atl](#)

**History:**

06/27/2025 - Re-referred to Coms. on P. & C.P. and JUD. pursuant to Assembly Rule 96.  
06/24/2025 - July 7 set for first hearing canceled at the request of author.  
06/23/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.  
06/05/2025 - Referred to Coms. on TRANS. and NAT. RES.  
05/28/2025 - Read third time. Passed. (Ayes 35. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.  
05/27/2025 - Read second time. Ordered to third reading.  
05/23/2025 - From committee: Do pass as amended. (Ayes 6. Noes 0. Page 1190.) (May 23). Read second time and amended. Ordered to second reading.  
05/16/2025 - Set for hearing May 23.  
05/05/2025 - May 5 hearing: Placed on APPR. suspense file.  
04/29/2025 - Set for hearing May 5.  
04/24/2025 - Read second time and amended. Re-referred to Com. on APPR.  
04/23/2025 - From committee: Do pass as amended and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 8. Noes 0. Page 866.) (April 23).  
04/04/2025 - Set for hearing April 23.  
04/02/2025 - Re-referred to Com. on E.Q.  
03/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS. Withdrawn from committee. Re-referred to Com. on RLS.  
01/29/2025 - Referred to Com. on TRANS.  
01/15/2025 - From printer. May be acted upon on or after February 14.  
01/14/2025 - Introduced. Read first time. To Com. on RLS. for assignment. To print.

**Position:** Support

**Priority:** Medium

**Notes:**

**Board Approval**  
5/7/2025

**Staff Note:** Cut & Amended on 6/23/2025

**SB 282**

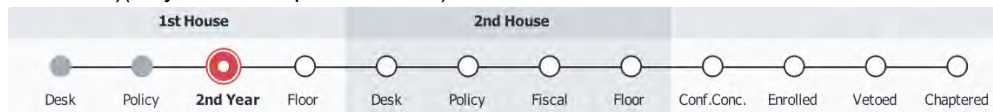
**(Wiener, D) Residential heat pump systems: water heaters and HVAC: installations.**

**Current Text:** 04/29/2025 - Amended [HTML PDF](#)

**Introduced:** 02/05/2025

**Last Amended:** 04/29/2025

**Status:** 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2025)(May be acted upon Jan 2026)



**Location:** 05/23/2025 - Senate 2 YEAR

**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. The bill would require a city, county, or city and county to adopt and offer asynchronous inspections for installations of residential heat pump water heater or heat pump HVAC systems, as defined, that do not require a licensed contractor and building inspector to be simultaneously present during the inspection. The bill would authorize a building inspector to contact the licensed contractor who performed the installation by telephone call or real-time video conferencing during their inspection, and, if the building inspector determines during an asynchronous inspection that there is an issue with an installation of the heat pump water heater or heat pump HVAC system and that the licensed contractor who performed the installation must be present to perform tests or cure the installation, to require the licensed contractor who performed the installation to schedule an additional inspection in which the building inspector and the licensed contractor who performed the installation are required to be simultaneously present during the additional inspection. (Based on 04/29/2025 text)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/07/25 - **SEN. E. U., & C.** (Y:13 N:0 A:4) (P)

04/23/25 - **SEN. L. GOV.** (Y:5 N:0 A:2) (P)

05/12/25 - **SEN. APPR.** (Y:7 N:0 A:0) (P)

**Text History:**

04/29/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

04/21/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

03/17/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

02/05/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

05/23/2025 - May 23 hearing: Held in committee and under submission.

05/16/2025 - Set for hearing May 23.

05/12/2025 - May 12 hearing: Placed on APPR. suspense file.

05/02/2025 - Set for hearing May 12.

04/29/2025 - Read second time and amended. Re-referred to Com. on APPR.

04/28/2025 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 0. Page 871.) (April 23).

04/21/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.

04/08/2025 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 13. Noes 0. Page 681.) (April 7). Re-referred to Com. on L. GOV.

04/04/2025 - Set for hearing April 23 in L. GOV. pending receipt.

03/24/2025 - Set for hearing April 7.

03/17/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E., U & C.

02/14/2025 - Referred to Coms. on E., U & C. and L. GOV.

02/06/2025 - From printer. May be acted upon on or after March 8.

02/05/2025 - Introduced. Read first time. To Com. on RLS. for assignment. To print.

**Position:** Air District Co-Sponsor

**Priority:** High

**Notes:**

Board Approval

2/5/2025

**SB 318**

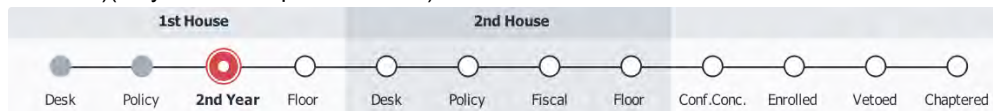
**(Becker, D)** Air pollution: stationary sources: best available control technology.

**Current Text:** 04/24/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/11/2025

**Last Amended:** 04/24/2025

**Status:** 05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2025)(May be acted upon Jan 2026)



**Location:** 05/23/2025 - Senate 2 YEAR

**Summary:** Current 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. Current 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. (Based on 04/24/2025 text)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/23/25 - **SEN. E.Q.** (Y:5 N:3 A:0) (P)

05/05/25 - **SEN. APPR.** (Y:7 N:0 A:0) (P)

**Text History:**

04/24/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

04/10/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

03/26/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

02/11/25 - Introduced [htm](#) [pdf](#) [doc](#) [atl](#)

**History:**

05/23/2025 - May 23 hearing: Held in committee and under submission.

05/16/2025 - Set for hearing May 23.

05/05/2025 - May 5 hearing: Placed on APPR. suspense file.

04/29/2025 - Set for hearing May 5.

04/24/2025 - Read second time and amended. Re-referred to Com. on APPR.

04/23/2025 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 5. Noes 3. Page 866.) (April 23).

04/10/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.Q.

04/04/2025 - Set for hearing April 23.

04/02/2025 - Re-referred to Com. on E.Q.

03/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on RLS.

02/19/2025 - Referred to Com. on RLS.

02/12/2025 - From printer. May be acted upon on or after March 14.

02/11/2025 - Introduced. Read first time. To Com. on RLS. for assignment. To print.

**Position:** Oppose Unless Amended

**Priority:** Medium

**Notes:**

PGT Committee Approval via Delegated Authority

4/16/2025

## **SB 712** (**Grove, R**) **Smog check: motor vehicles: exemption.**

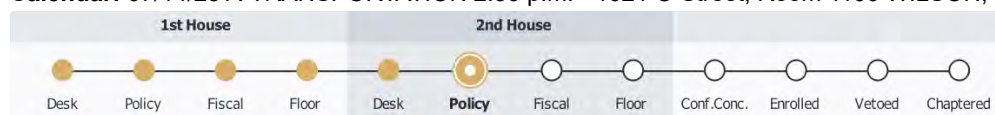
**Current Text:** 05/28/2025 - Amended [HTML](#) [PDF](#)

**Introduced:** 02/21/2025

**Last Amended:** 05/28/2025

**Status:** 06/16/2025 - Referred to Com. on TRANS.

**Calendar:** 07/14/25 A-TRANSPORTATION 2:30 p.m. - 1021 O Street, Room 1100 WILSON, LORI, Chair



**Location:** 06/16/2025 - Assembly Transportation

**Summary:** Current 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. Current law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model year. This bill would, commencing on January 1, 2027, additionally fully exempt from the smog check requirements, both biennially and at transfer, a motor vehicle that is at least 35 model years old, has been assigned a special identification plate indicating that it is a historical vehicle, and is insured as a collector motor vehicle. The bill would be known, and may be cited as, Leno's Law. (Based on 05/28/2025 text)

**Is Urgency:** N

**Is Fiscal:** Y

**Votes:**

04/08/25 - **SEN. TRANS.** (Y:12 N:2 A:1) (P)

04/28/25 - **SEN. APPR.** (Y:7 N:0 A:0) (P)

05/23/25 - **SEN. APPR.** (Y:5 N:1 A:1) (P)  
06/04/25 - **SEN. Senate 3rd Reading** (Y:32 N:3 A:5) (P)

**Text History:**

05/28/25 - Amended [htm pdf doc atl](#)  
03/24/25 - Amended [htm pdf doc atl](#)  
02/21/25 - Introduced [htm pdf doc atl](#)

**History:**

06/16/2025 - Referred to Com. on TRANS.  
06/05/2025 - In Assembly. Read first time. Held at Desk.  
06/04/2025 - Read third time. Passed. (Ayes 32. Noes 3.) Ordered to the Assembly.  
05/28/2025 - Read second time and amended. Ordered to third reading.  
05/27/2025 - From committee: Do pass as amended. (Ayes 5. Noes 1. Page 1210.) (May 23).  
05/16/2025 - Set for hearing May 23.  
04/28/2025 - April 28 hearing: Placed on APPR. suspense file.  
04/17/2025 - Set for hearing April 28.  
04/16/2025 - April 21 hearing postponed by committee.  
04/10/2025 - Set for hearing April 21.  
04/09/2025 - From committee: Do pass and re-refer to Com. on APPR. (Ayes 12. Noes 2. Page 711.) (April 8). Re-referred to Com. on APPR.  
03/25/2025 - Set for hearing April 8.  
03/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on TRANS.  
03/12/2025 - Referred to Com. on TRANS.  
02/24/2025 - From printer. May be acted upon on or after March 24. Read first time.  
02/21/2025 - Introduced. To Com. on RLS. for assignment. To print.

**Position:** Oppose

**Priority:** Medium

**Notes:**

Board Approval  
4/2/2025

Total Measures: 14  
Total Tracking Forms: 14

Bill #	Author	Subject	Last Amended	Last Status - As of 7/8/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">AB 61</a>	Pacheco	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	3/28/2025	07/07/2025 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)	07/07/2025 - Senate APPR.			Low	Climate Change
<a href="#">AB 399</a>	Boerner	Coastal resources: coastal development permits: blue carbon demonstration projects.	6/25/2025	07/07/2025 - In committee: Referred to APPR. suspense file.	07/07/2025 - Senate APPR. SUSPENSE FILE			Low	Climate Change
<a href="#">AB 491</a>	Connolly	California Global Warming Solutions Act of 2006: climate goals: natural and working lands.	3/26/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/9/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Climate Change
<a href="#">AB 513</a>	Gonzalez, Jeff	California Global Warming Solutions Act of 2006: scoping plan.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/24/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Climate Change
<a href="#">AB 854</a>	Petrie-Norris	California Environmental Quality Act: exemptions.	4/22/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 4/24/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Climate Change
<a href="#">AB 1132</a>	Schiavo	Department of Transportation: climate change vulnerability assessment: community resilience assessment.	4/10/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/7/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Climate Change
<a href="#">AB 1207</a>	Irwin	Climate change: market-based compliance mechanism: price ceiling.	3/17/2025	06/24/2025 - In committee: Hearing postponed by committee.	06/04/2025 - Senate E.Q.			Low	Climate Change
<a href="#">AB 1236</a>	Rodriguez, Celeste	Insurance: Climate and Sustainability Insurance and Risk Reduction Grant Program.	4/10/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/14/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Climate Change
<a href="#">AB 1243</a>	Addis	Polluters Pay Climate Superfund Act of 2025.	4/10/2025	04/29/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	04/22/2025 - Assembly JUD.			Low	Climate Change
<a href="#">AB 1342</a>	Soria	Public Utilities Commission: energy efficiency programs: report.	4/21/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/1/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Climate Change
<a href="#">AB 1472</a>	Hart	California Sea Level Rise State and Regional Support Collaborative.		05/08/2025 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/21/2025)(May be acted upon Jan 2026)	05/08/2025 - Assembly 2 YEAR			Low	Climate Change
<a href="#">SB 222</a>	Wiener	Climate disasters: civil actions.	3/28/2025	04/08/2025 - April 8 set for first hearing. Failed passage in committee. (Ayes 5. Noes 2.) Reconsideration granted.	02/05/2025 - Senate JUD.			Low	Climate Change
<a href="#">SB 285</a>	Becker	Net zero greenhouse gas emissions goal: carbon dioxide removal: regulations.	3/25/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/21/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Climate Change
<a href="#">SB 654</a>	Stern	California Environmental Protection Agency: contract: registry: greenhouse gas emissions that result from the water-energy nexus.		05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/21/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Climate Change
<a href="#">SB 684</a>	Menjivar	Polluters Pay Climate Superfund Act of 2025.	3/26/2025	04/10/2025 - April 22 set for first hearing canceled at the request of author.	04/03/2025 - Senate JUD.			Low	Climate Change
<a href="#">SB 755</a>	Blakespear	California Contractor Climate Transparency Act.	5/5/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Climate Change
<a href="#">SB 840</a>	Limón	Greenhouse gases: report.	3/26/2025	06/09/2025 - Referred to Com. on NAT. RES.	06/09/2025 - Assembly NAT. RES.			Low	Climate Change
<a href="#">AB 12</a>	Wallis	Low-carbon fuel standard: regulations.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/18/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Energy
<a href="#">AB 30</a>	Alvarez	State Air Resources Board: gasoline specifications: ethanol blends.	3/26/2025	07/02/2025 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on TRANS.	07/02/2025 - Senate TRANS.			Low	Energy
<a href="#">AB 39</a>	Zbur	General plans: Local Electrification Planning Act.	7/3/2025	07/03/2025 - Read second time and amended. Re-referred to Com. on E., U & C.	07/02/2025 - Senate E. U., & C.			Low	Energy
<a href="#">AB 41</a>	Macedo	State Air Resources Board: regulations: impact estimates: retail gasoline prices: public disclosure.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/18/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Energy
<a href="#">AB 70</a>	Aguiar-Curry	Solid waste: organic waste: diversion: biomethane.	5/23/2025	07/02/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on APPR.	07/02/2025 - Senate APPR.			Low	Energy
<a href="#">AB 222</a>	Bauer-Kahan	Data centers: power usage effectiveness: cost shifts.	7/7/2025	07/07/2025 - Read second time and amended. Re-referred to Com. on JUD.	07/01/2025 - Senate JUD.			Low	Energy
<a href="#">AB 303</a>	Addis	Battery energy storage facilities.		04/02/2025 - In committee: Hearing postponed by committee.	03/10/2025 - Assembly U. & E.			Low	Energy
<a href="#">AB 305</a>	Arambula	Energy: nuclear facilities.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/17/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Energy
<a href="#">AB 306</a>	Schultz	Building regulations: state building standards.	6/23/2025	06/23/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on HOUSING.	04/23/2025 - Senate HOUSING			Low	Energy



Bill #	Author	Subject	Last Amended	Last Status - As of 7/8/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">AB 368</a>	Ward	Energy: building standards: passive house standards.	4/7/2025	07/07/2025 - VOTE: Do pass as amended, but first amend, and re-refer to the Committee on [Appropriations] (PASS)	07/07/2025 - Senate APPR.			Low	Energy
<a href="#">AB 740</a>	Harabedian	Virtual power plants: load shifting: integrated energy policy report.	4/28/2025	06/11/2025 - Referred to Com. on E., U & C.	06/11/2025 - Senate E. U., & C.			Low	Energy
<a href="#">AB 806</a>	Connolly	Mobilehomes: cooling systems.	6/5/2025	06/13/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	05/28/2025 - Senate JUD.			Low	Energy
<a href="#">AB 915</a>	Petrie-Norris	Dam safety: state supervision: exceptions.	6/23/2025	06/25/2025 - Re-referred to Com. on N.R. & W.	06/25/2025 - Senate N.R. & W.			Low	Energy
<a href="#">AB 1016</a>	Gonzalez, Jeff	Power facility and site certifications: thermal powerplants: geothermal resources.	6/19/2025	06/26/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	06/04/2025 - Senate E. U., & C.			Low	Energy
<a href="#">AB 1095</a>	Papan	Data centers: waste heat energy.	4/21/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/14/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Energy
<a href="#">AB 1176</a>	Flora	Energy: renewable energy resources program.		05/08/2025 - Failed Deadline pursuant to Rule 61(a)(3). (Last location was U. & E. on 3/13/2025)(May be acted upon Jan 2026)	05/08/2025 - Assembly 2 YEAR			Low	Energy
<a href="#">AB 1191</a>	Tangipa	California Renewables Portfolio Standard Program: hydroelectric generation.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/10/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Energy
<a href="#">AB 1238</a>	DeMaio	California Energy Consumer Freedom Act.	3/27/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/17/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Medium	Energy
<a href="#">AB 1250</a>	Papan	Transit operators: paratransit: recertification of eligibility.	6/30/2025	06/30/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.	06/04/2025 - Senate TRANS.			Medium	Energy
<a href="#">AB 1280</a>	Garcia	Energy.	6/2/2025	07/07/2025 - From committee: Do pass and re-refer to Com. on E., U & C. (Ayes 10. Noes 0.) (July 7). Re-referred to Com. on E., U & C.	07/07/2025 - Senate E. U., & C.			Low	Energy
<a href="#">SB 2</a>	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
<a href="#">SB 13</a>	Grove	Oil and gas.	4/10/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/28/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Energy
<a href="#">SB 80</a>	Caballero	Energy: Fusion Research and Development Innovation Hub Program.	6/27/2025	06/27/2025 - Read second time and amended. Re-referred to Com. on APPR.	06/25/2025 - Assembly APPR.			Low	Energy
<a href="#">SB 282</a>	Wiener	Residential heat pump systems: water heaters and HVAC: installations.	4/29/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR	Board Approval 2/5/2025	Air District Co-Sponsor	High	Energy
<a href="#">SB 298</a>	Caballero	State Energy Resources Conservation and Development Commission: seaports: plan: alternative fuels.	6/27/2025	07/07/2025 - VOTE: Do pass and be re-referred to the Committee on [Natural Resources] with recommendation: To Consent Calendar (PASS)	07/07/2025 - Assembly NAT. RES.			Low	Energy
<a href="#">SB 327</a>	McNerney	Fusion energy data centers.	4/8/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E. U., & C. on 4/2/2025)(May be acted upon Jan 2026)	05/01/2025 - Senate 2 YEAR			Low	Energy
<a href="#">SB 348</a>	Hurtado	State Air Resources Board: Low Carbon Fuel Standard.	5/5/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Energy
<a href="#">SB 377</a>	Grayson	Biomethane procurement targets.	3/17/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E. U., & C. on 2/26/2025)(May be acted upon Jan 2026)	05/01/2025 - Senate 2 YEAR			Low	Energy
<a href="#">SB 540</a>	Becker	Independent System Operator: independent regional organization: California Renewables Portfolio Standard Program.	5/29/2025	06/05/2025 - In Assembly. Read first time. Held at Desk.	06/04/2025 - Assembly DESK			Low	Energy
<a href="#">SB 613</a>	Stern	Methane emissions: petroleum and natural gas producing low methane emissions.	6/30/2025	07/07/2025 - VOTE: Do pass and be re-referred to the Committee on [Utilities and Energy] (PASS)	07/07/2025 - Assembly U. & E.			Low	Energy
<a href="#">SB 643</a>	Caballero	Carbon Dioxide Removal Purchase Program.	6/26/2025	07/07/2025 - VOTE: Do pass and be re-referred to the Committee on [Utilities and Energy] (PASS)	07/07/2025 - Assembly U. & E.			Low	Energy
<a href="#">SB 732</a>	Ochoa Bogh	Emergency backup generators: critical facilities: exemptions.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 3/12/2025)(May be acted upon Jan 2026)	05/01/2025 - Senate 2 YEAR			Medium	Energy
<a href="#">SB 767</a>	Richardson	Energy: transportation fuels: supply: reportable pipelines.	4/24/2025	06/09/2025 - Referred to Coms. on U. & E. and NAT. RES.	06/09/2025 - Assembly U. & E.			Low	Energy
<a href="#">SB 787</a>	McNerney	Energy: equitable clean energy supply chains and industrial policy in California.	6/26/2025	06/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & E.	06/16/2025 - Assembly U. & E.			Low	Energy
<a href="#">SB 842</a>	Stern	Energy: firm zero-carbon resources.	6/27/2025	06/27/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & E.	06/16/2025 - Assembly U. & E.			Low	Energy
<a href="#">AB 91</a>	Harabedian	State and local agencies: demographic data.	6/17/2025	06/24/2025 - From committee: Do pass and re-refer to Com. on JUD. with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (June 24). Re-referred to Com. on JUD.	06/24/2025 - Senate JUD.			Low	General-Air District
<a href="#">AB 259</a>	Rubio, Blanca	Open meetings: local agencies: teleconferences.	4/21/2025	06/27/2025 - In committee: Hearing postponed by committee.	05/14/2025 - Senate JUD.			Low	General-Air District



Bill #	Author	Subject	Last Amended	Last Status - As of 7/8/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">AB 339</a>	Ortega	Local public employee organizations: notice requirements.	6/18/2025	06/18/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L., P.E. & R.	06/11/2025 - Senate L., P.E. & R.	Board Approval 4/2/2025	Oppose	Medium	General-Air District
<a href="#">AB 471</a>	Hart	County air pollution control districts: Antelope Valley Air Quality Management District: board members: compensation.	7/7/2025	07/07/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on L. GOV.	06/18/2025 - Senate L. GOV.			Low	General-Air District
<a href="#">AB 852</a>	Wallis	Air pollution: oxides of nitrogen: furnaces and water heaters.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/10/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Medium	General-Air District
<a href="#">AB 1266</a>	Solache	Air districts: administrative rulemaking: standardized regulatory impact analysis.	3/28/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/28/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	General-Air District
<a href="#">AB 1305</a>	Arambula	Air pollution control and air quality management districts: permit information: internet website.	4/23/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/30/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	General-Air District
<a href="#">AB 1338</a>	Solache	Metal shredding facilities: regulations.	4/3/2025	06/16/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	06/04/2025 - Senate E.Q.			Low	General-Air District
<a href="#">SB 526</a>	Menjivar	South Coast Air Quality Management District: air quality.	4/29/2025	06/16/2025 - Referred to Com. on NAT. RES.	06/16/2025 - Assembly NAT. RES.			Low	General-Air District
<a href="#">SB 532</a>	Dahle	Air basins.		03/05/2025 - Referred to Com. on RLS.	02/20/2025 - Senate RLS.			Low	General-Air District
<a href="#">AB 14</a>	Hart	Coastal resources: Protecting Blue Whales and Blue Skies Program.	5/23/2025	07/02/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on APPR.	07/02/2025 - Senate APPR.	Board Approval 2/5/2025	Air District Co-Sponsor	High	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 267</a>	Macedo	Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/18/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 272</a>	Aguiar-Curry	Heavy-Duty Vehicle Inspection and Maintenance Program.	3/13/2025	06/19/2025 - Read second time. Ordered to Consent Calendar. Re-referred to Com. on TRANS.	06/19/2025 - Senate TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 273</a>	Sanchez	Greenhouse Gas Reduction Fund: high-speed rail: infrastructure improvements.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 2/18/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 605</a>	Muratsuchi	Lower Emissions Cargo Handling Equipment Pilot program.	4/10/2025	07/02/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	06/18/2025 - Senate E.Q.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 620</a>	Jackson	Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program: rental vehicles.		07/02/2025 - From committee: Do pass and re-refer to Com. on TRANS. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on TRANS.	07/02/2025 - Senate TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 674</a>	Connolly	Clean Cars 4 All Program.	3/10/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/30/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR	Board Approval 5/7/2025	Support	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 819</a>	Macedo	Electric vehicle charging stations: exempt entities: building standards.	3/24/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was L. GOV. on 3/24/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 855</a>	Lackey	Vehicles: commercial electric vehicle safety.	3/4/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/14/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1023</a>	Gipson	Coastal resources: coastal development permits and procedures: Zero Emissions Port Electrification and Operations project.	3/24/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/24/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1039</a>	Hart	State-funded assistance grants and contracts: advance payments.	6/18/2025	06/18/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on G.O.	06/11/2025 - Senate G.O.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1106</a>	Rodriguez, Michelle	State Air Resources Board: regional air quality incident response program.	3/24/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/7/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR	Board Approval 5/7/2025	Support	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1111</a>	Soria	Pupil transportation: schoolbuses: zero-emission vehicles: extensions: scrapping.	4/30/2025	07/02/2025 - From committee: Do pass and re-refer to Com. on E.Q. (Ayes 6. Noes 0.) (July 2). Re-referred to Com. on E.Q.	07/02/2025 - Senate E.Q.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1174</a>	Alanis	Clean Transportation Program: eligible programs and projects: electric vehicle charging stations: vandalism deterrence.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/10/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1368</a>	Wallis	Smog check: exemption.	3/24/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/24/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR	Board Approval 4/2/2025	Oppose	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 1423</a>	Irwin	Transportation electrification: electric vehicle charging stations: payment methods: uptime: regulations: violations.	6/26/2025	07/07/2025 - VOTE: Do pass, but first be re-referred to the Committee on [Transportation] (PASS)	07/07/2025 - Senate TRANS.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 30</a>	Cortese	Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	5/5/2025	06/26/2025 - July 7 hearing postponed by committee.	06/05/2025 - Assembly TRANS.			Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 34</a>	Richardson	Air pollution: South Coast Air Quality Management District: mobile sources: public seaports.	4/30/2025	07/07/2025 - VOTE: Do pass as amended and be re-referred to the Committee on [Transportation] (PASS)	07/07/2025 - Assembly TRANS.	Board Approval 7/2/2025	Oppose	Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 94</a>	Strickland	Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.	3/26/2025	04/23/2025 - April 23 set for first hearing. Failed passage in committee. (Ayes 1. Noes 4.) Reconsideration granted.	04/03/2025 - Senate E.Q.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade



Bill #	Author	Subject	Last Amended	Last Status - As of 7/8/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">SB 533</a>	Richardson	Electric vehicle charging stations: internet-based applications.	4/1/2025	07/07/2025 - VOTE: Do pass and be re-referred to the Committee on [Utilities and Energy] (PASS)	07/07/2025 - Assembly U. & E.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 647</a>	Hurtado	Energy: Equitable Building Decarbonization Program: Low-Income Oversight Board: membership: assessment: energy efficiency incentives.	6/25/2025	06/25/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & E.	06/05/2025 - Assembly U. & E.			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 712</a>	Grove	Smog check: motor vehicles: exemption.	5/28/2025	06/16/2025 - Referred to Com. on TRANS.	06/16/2025 - Assembly TRANS.	Board Approval 4/2/2025	Oppose	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">SB 752</a>	Richardson	Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.		05/23/2025 - May 23 hearing: Held in committee and under submission.	05/19/2025 - Senate APPR. SUSPENSE FILE			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
<a href="#">AB 28</a>	Schiavo	Solid waste landfills: subsurface temperatures.	7/3/2025	07/03/2025 - From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.	06/11/2025 - Senate E.Q.			Low	Other
<a href="#">AB 34</a>	Patterson	Air pollution: regulations: consumer costs: review.	3/13/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/3/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Other
<a href="#">AB 93</a>	Papan	Water resources: demands: data centers.	5/5/2025	06/24/2025 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 5. Noes 2.) (June 24). Re-referred to Com. on L. GOV.	06/24/2025 - Senate L. GOV.			Low	Other
<a href="#">AB 100</a>	Gabriel	Budget Acts of 2023 and 2024.	4/5/2025	04/14/2025 - Chaptered by Secretary of State - Chapter 2, Statutes of 2025	04/14/2025 - Assembly CHAPTERED			Medium	Other
<a href="#">AB 101</a>	Gabriel	Budget Act of 2025.	6/9/2025	06/17/2025 - Re-referred to Com. on B. & F. R.	06/17/2025 - Senate BUDGET & F.R.			Low	Other
<a href="#">AB 102</a>	Gabriel	Budget Act of 2025.	6/24/2025	06/27/2025 - Chaptered by Secretary of State - Chapter 5, Statutes of 2025	06/27/2025 - Assembly CHAPTERED			Low	Other
<a href="#">AB 103</a>	Gabriel	Budget Acts of 2022, 2023, and 2024.	6/24/2025	07/02/2025 - Re-referred to Com. on B. & F. R.	07/02/2025 - Senate BUDGET & F.R.			Low	Other
<a href="#">AB 127</a>	Committee on Budget	Climate change.	6/24/2025	07/02/2025 - Re-referred to Com. on B. & F. R.	07/02/2025 - Senate BUDGET & F.R.			Low	Other
<a href="#">AB 130</a>	Committee on Budget	Housing.	6/27/2025	06/30/2025 - Chaptered by Secretary of State - Chapter 22, Statutes of 2025	06/30/2025 - Assembly CHAPTERED			Low	Other
<a href="#">AB 137</a>	Committee on Budget	State government.	6/24/2025	06/30/2025 - Chaptered by Secretary of State - Chapter 20, Statutes of 2025	06/30/2025 - Assembly CHAPTERED			Low	Other
<a href="#">AB 227</a>	Gabriel	Budget Act of 2025.		02/03/2025 - Referred to Com. on BUDGET.	02/03/2025 - Assembly BUDGET			Low	Other
<a href="#">AB 407</a>	Jackson	California Pollution Control Financing Authority.	5/5/2025	05/23/2025 - In committee: Held under submission.	05/14/2025 - Assembly APPR. SUSPENSE FILE			Low	Other
<a href="#">AB 411</a>	Papan	Livestock carcasses: disposal: composting.	4/23/2025	07/01/2025 - From committee: Do pass and re-refer to Com. on E.Q. (Ayes 5. Noes 0.) (July 1). Re-referred to Com. on E.Q.	07/01/2025 - Senate E.Q.			Low	Other
<a href="#">AB 436</a>	Ransom	Composting facilities: zoning.	3/10/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/23/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Other
<a href="#">AB 465</a>	Zbur	Local public employees: memoranda of understanding.	3/13/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/23/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Other
<a href="#">AB 555</a>	Jackson	Air resources: regulatory impacts: transportation fuel costs.		05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/7/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Other
<a href="#">AB 643</a>	Wilson	Climate change: short-lived climate pollutants: organic waste reduction.	3/24/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/24/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Other
<a href="#">AB 652</a>	Alvarez	San Diego County Air Pollution Control District: governing board: alternate members.	6/5/2025	07/02/2025 - From committee: Do pass and re-refer to Com. on L. GOV. (Ayes 7. Noes 0.) (July 2). Re-referred to Com. on L. GOV.	07/02/2025 - Senate L. GOV.			Low	Other
<a href="#">AB 663</a>	McKinnor	Hydrofluorocarbon gases: sale and distribution prohibition: exemptions.	5/6/2025	07/03/2025 - From Consent Calendar. Ordered to third reading.	07/03/2025 - Senate THIRD READING			Low	Other
<a href="#">AB 832</a>	Muratsuchi	School Energy Efficiency Stimulus Program.	4/7/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was U. & E. on 3/17/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Other
<a href="#">AB 856</a>	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
<a href="#">AB 881</a>	Petrie-Norris	Public resources: transportation of carbon dioxide.	5/1/2025	06/10/2025 - From committee: Do pass and re-refer to Com. on E.Q. (Ayes 14. Noes 0.) (June 10). Re-referred to Com. on E.Q.	06/10/2025 - Senate E.Q.			Low	Other
<a href="#">AB 907</a>	Chen	State Air Resources Board: board members: compensation.		06/18/2025 - Referred to Com. on E.Q.	06/18/2025 - Senate E.Q.	Board Approval 2/5/2025	Support	Medium	Other
<a href="#">AB 914</a>	Garcia	Air pollution: indirect sources.	5/23/2025	06/05/2025 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/2/2025)(May be acted upon Jan 2026)	06/05/2025 - Assembly 2 YEAR	Board Approval 5/7/2025	Work with Author	Medium	Other
<a href="#">AB 921</a>	Castillo	Generators: air pollution regulations: income tax credits.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/10/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Other
<a href="#">AB 1058</a>	Gonzalez, Jeff	Motor Vehicle Fuel Tax Law: suspension of tax.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Other



Bill #	Author	Subject	Last Amended	Last Status - As of 7/8/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">AB 1268</a>	Macedo	Motor Vehicle Fuel Tax Law: adjustment suspension.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Other
<a href="#">AB 1295</a>	Patterson	Public utilities: bills and notices: consolidation and transparency.	4/22/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/14/2025)(May be acted upon Jan 2026)	05/23/2025 - Assembly 2 YEAR			Low	Other
<a href="#">SB 58</a>	Padilla	Sales and Use Tax Law: exemptions: certified data center facilities.	3/4/2025	05/08/2025 - May 14 set for first hearing canceled at the request of author.	01/29/2025 - Senate REV. & TAX			Low	Other
<a href="#">SB 65</a>	Wiener	Budget Act of 2025.		01/13/2025 - Read first time.	01/10/2025 - Senate BUDGET & F.R.			Low	Other
<a href="#">SB 90</a>	Seyarto	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: improvements to public evacuation routes: mobile rigid water storage: electrical generators.	3/12/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 100</a>	Wiener	Budget Acts of 2023 and 2024.	4/7/2025	04/10/2025 - Re-referred to Com. on Budget pursuant to Assembly Rule 97.	04/10/2025 - Assembly BUDGET			Medium	Other
<a href="#">SB 101</a>	Wiener	Budget Act of 2025.	6/9/2025	06/27/2025 - Chaptered by Secretary of State - Chapter 4, Statutes of 2025	06/27/2025 - Senate CHAPTERED			Low	Other
<a href="#">SB 102</a>	Wiener	Budget Act of 2025.	6/24/2025	06/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on BUDGET.	03/24/2025 - Assembly BUDGET			Low	Other
<a href="#">SB 103</a>	Wiener	Budget Acts of 2022, 2023, and 2024.	6/24/2025	06/27/2025 - Chaptered by Secretary of State - Chapter 6, Statutes of 2025	06/27/2025 - Senate CHAPTERED			Low	Other
<a href="#">SB 127</a>	Committee on Budget and Fiscal Review	Climate change.	6/24/2025	06/27/2025 - Chaptered by Secretary of State - Chapter 15, Statutes of 2025	06/27/2025 - Senate CHAPTERED			Low	Other
<a href="#">SB 130</a>	Committee on Budget and Fiscal Review	Housing.	6/26/2025	06/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on BUDGET.	03/24/2025 - Assembly BUDGET			Low	Other
<a href="#">SB 137</a>	Committee on Budget and Fiscal Review	State government.	6/24/2025	06/24/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on BUDGET.	03/24/2025 - Assembly BUDGET			Low	Other
<a href="#">SB 227</a>	Grayson	Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.	6/30/2025	06/30/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.D., G., & H.I.	06/05/2025 - Assembly E.D., G., & H.I.			Low	Other
<a href="#">SB 231</a>	Seyarto	California Environmental Quality Act: the Office of Land Use and Climate Innovation: technical advisory.	3/20/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/7/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 237</a>	Grayson	Air pollution: gasoline: one stop shop permitting.	6/23/2025	06/27/2025 - Re-referred to Coms. on U. & E. and NAT. RES. pursuant to Assembly Rule 96.	06/27/2025 - Assembly U. & E.			Medium	Other
<a href="#">SB 239</a>	Arreguin	Open meetings: teleconferencing: subsidiary body.	4/7/2025	06/05/2025 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2025)(May be acted upon Jan 2026)	06/05/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 279</a>	McNerney	Solid waste: compostable materials.	6/30/2025	07/07/2025 - VOTE: Do pass and be re-referred to the Committee on [Appropriations] (PASS)	07/07/2025 - Assembly APPR.			Low	Other
<a href="#">SB 302</a>	Padilla	Personal Income Tax Law and Corporation Tax Law: exclusions: environmental credits.	3/27/2025	07/01/2025 - June 30 hearing postponed by committee.	06/05/2025 - Assembly REV. & TAX			Low	Other
<a href="#">SB 314</a>	Padilla	Weights and measures: electric vehicle supply equipment.	3/17/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 318</a>	Becker	Air pollution: stationary sources: best available control technology.	4/24/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR	PGT Committee Approval via Delegated Authority 4/16/2025	Oppose Unless Amended	Medium	Other
<a href="#">SB 404</a>	Caballero	Hazardous materials: metal shredding facilities.	7/7/2025	07/07/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.S & T.M.	06/05/2025 - Assembly E.S. & T.M.			Medium	Other
<a href="#">SB 424</a>	Grove	California Environmental Quality Act: expired regional habitat conservation plan: exemption.	3/25/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 4/2/2025)(May be acted upon Jan 2026)	05/01/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 441</a>	Hurtado	State Air Resources Board: membership: removal: regulations: review.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/26/2025)(May be acted upon Jan 2026)	05/01/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 474</a>	Niello	State Air Resources Board: regulatory authority: revocation.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.Q. on 2/26/2025)(May be acted upon Jan 2026)	05/01/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 496</a>	Hurtado	Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	4/7/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 541</a>	Becker	Electricity: load shifting: distributed resources.	6/26/2025	06/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & E.	06/09/2025 - Assembly U. & E.			Low	Other
<a href="#">SB 607</a>	Wiener	California Environmental Quality Act:Infrastructure Projects.	5/28/2025	06/05/2025 - Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/5/2025)(May be acted upon Jan 2026)	06/05/2025 - Senate 2 YEAR			Low	Other
<a href="#">SB 676</a>	Limón	California Environmental Quality Act: judicial streamlining: state of emergency: fire.	3/24/2025	07/07/2025 - VOTE: Do pass as amended and be re-referred to the Committee on [Judiciary] (PASS)	07/07/2025 - Assembly JUD.			Low	Other
<a href="#">SB 703</a>	Richardson	Ports: truck drivers.	6/16/2025	06/26/2025 - From committee: Do pass and re-refer to Com. on TRANS. (Ayes 7. Noes 0.) (June 25). Re-referred to Com. on TRANS.	06/26/2025 - Assembly TRANS.			Low	Other



Bill #	Author	Subject	Last Amended	Last Status - As of 7/8/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
<a href="#">SB 707</a>	Durazo	Open meetings: meeting and teleconference requirements.	5/29/2025	06/09/2025 - Referred to Com. on L. GOV.	06/09/2025 - Assembly L. GOV.			Low	Other
<a href="#">SB 816</a>	Valladares	Property taxation: exemptions: Chiquita Canyon elevated temperature landfill event.	6/16/2025	06/16/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on REV. & TAX.	03/12/2025 - Senate REV. & TAX			Low	Other
<a href="#">SB 826</a>	Richardson	California Workforce Development Board: port automation.		05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Other
<a href="#">AB 35</a>	Alvarez	California Environmental Quality Act: clean hydrogen transportation projects.	4/21/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 2/18/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Transportation
<a href="#">AB 735</a>	Carrillo	Planning and zoning: logistics use developments: truck routes.	6/25/2025	06/27/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	06/18/2025 - Senate L. GOV.			Low	Transportation
<a href="#">AB 839</a>	Rubio, Blanca	California Environmental Quality Act: expedited judicial review: sustainable aviation fuel projects.	6/24/2025	07/02/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	06/04/2025 - Senate E.Q.			Low	Transportation
<a href="#">AB 939</a>	Schultz	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Transportation
<a href="#">SB 63</a>	Wiener	San Francisco Bay area: local revenue measure: transportation funding.	5/23/2025	07/07/2025 - VOTE: Do pass as amended and be re-referred to the Committee on [Revenue and Taxation] (PASS)	07/07/2025 - Assembly REV. & TAX			Low	Transportation
<a href="#">SB 71</a>	Wiener	California Environmental Quality Act: exemptions: environmental leadership transit projects.	6/30/2025	07/03/2025 - July 7 hearing postponed by committee.	06/09/2025 - Assembly NAT. RES.			Low	Transportation
<a href="#">SB 415</a>	Reyes	Planning and zoning: logistics use developments: truck routes.	6/26/2025	06/26/2025 - From committee with author's amendments. Read second time and amended. Re-referred to Com. on L. GOV.	06/09/2025 - Assembly L. GOV.			Low	Transportation
<a href="#">SB 445</a>	Wiener	Transportation: planning: Sustainable Transportation Project Delivery Reform Act.	6/30/2025	07/07/2025 - Assembly Rule 56 suspended.	06/30/2025 - Assembly TRANS.			Low	Transportation
<a href="#">SB 545</a>	Cortese	High-speed rail: economic opportunities.	6/27/2025	07/07/2025 - VOTE: Do pass and be re-referred to the Committee on [Local Government] (PASS)	07/07/2025 - Assembly L. GOV.			Low	Transportation
<a href="#">AB 241</a>	Tangipa	Wildfire and Vegetation Management Voluntary Tax Contribution Fund.		05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was REV. & TAX on 2/10/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Low	Wildfire/Smoke/PSPS
<a href="#">AB 546</a>	Caloza	Health care coverage: portable HEPA purifiers.	7/7/2025	07/07/2025 - Read second time and amended. Re-referred to Com. on APPR.	07/02/2025 - Senate APPR.	Board Approval 3/5/2025	Support	Medium	Wildfire/Smoke/PSPS
<a href="#">AB 1003</a>	Calderon	Public health: emergency plans and wildfire research.	5/23/2025	07/03/2025 - From committee: Do pass and re-refer to Com. on G.O. with recommendation: To Consent Calendar. (Ayes 11. Noes 0.) (July 2). Re-referred to Com. on G.O.	07/02/2025 - Senate G.O.			Low	Wildfire/Smoke/PSPS
<a href="#">AB 1226</a>	Ellis	Air quality: wildland vegetation management burning: permits: exemption.	4/11/2025	05/01/2025 - Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/13/2025)(May be acted upon Jan 2026)	05/01/2025 - Assembly 2 YEAR			Medium	Wildfire/Smoke/PSPS
<a href="#">AB 1227</a>	Ellis	Wildfire safety: fuels reduction projects.	6/19/2025	07/02/2025 - From committee: Do pass and re-refer to Com. on N.R. & W. with recommendation: To Consent Calendar. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on N.R. & W.	07/02/2025 - Senate N.R. & W.			Low	Wildfire/Smoke/PSPS
<a href="#">AB 1352</a>	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.	Board Approval 5/7/2025	Support	Medium	Wildfire/Smoke/PSPS
<a href="#">AB 1456</a>	Bryan	California Environmental Quality Act: California Vegetation Treatment Program.	4/10/2025	07/02/2025 - From committee: Do pass and re-refer to Com. on N.R. & W. (Ayes 8. Noes 0.) (July 2). Re-referred to Com. on N.R. & W.	07/02/2025 - Senate N.R. & W.			Low	Wildfire/Smoke/PSPS
<a href="#">SB 88</a>	Caballero	Air resources: carbon emissions: biomass.	6/25/2025	07/02/2025 - July 2 set for first hearing. Placed on suspense file.	07/02/2025 - Assembly APPR. SUSPENSE FILE			Low	Wildfire/Smoke/PSPS
<a href="#">SB 223</a>	Alvarado-Gil	The Wildfire Smoke and Health Outcomes Data Act.	4/24/2025	05/23/2025 - Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/5/2025)(May be acted upon Jan 2026)	05/23/2025 - Senate 2 YEAR			Low	Wildfire/Smoke/PSPS
<a href="#">SB 653</a>	Cortese	Wildfire prevention: environmentally sensitive vegetation management.	6/25/2025	06/26/2025 - Read second time. Ordered to third reading. Re-referred to Com. on APPR. pursuant to Joint Rule 10.5.	06/26/2025 - Assembly APPR.			Low	Wildfire/Smoke/PSPS
Total Active Bills 162								Low: 139 Medium: 21 High: 2	





# State Legislative Update

## Policy, Grants, and Technology Committee

July 16, 2025

Alan Abbs

Legislative Officer

Legislative and Government Affairs

# Presentation Outline

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## **I. State Legislative Update**

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

## **II. State Budget Update for Fiscal Year (FY) 2025-26**

**Abbreviations:** Assembly Bill (AB) | Senate Bill (SB)

# State Legislative Update

## Upcoming Dates and Deadlines:

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.

# State Legislative Update

## Co-Sponsored Bill

# AB 14 (Hart)

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

This bill will expand the existing Protecting Blue Whales and Blue Skies vessel speed reduction (VSR) program to include ocean territories that are not covered by any VSR program.

Status: Passed the Assembly. Double-referred to the Senate Natural Resources & Water and Senate Environmental Quality Committees – passed both on Consent. The next hearing will be in Senate Appropriations on July 14, 2025.

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

# State Legislative Update

## Board-Approved- Position Bills

# AB 339 (Ortega)

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

This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 60 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: Passed the Assembly. Referred to the Senate Labor, Public Employment and Retirement Committee – hearing date July 9, 2025.

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

# AB 546 (Caloza)

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## **Health care coverage: portable high-efficiency particulate air (HEPA) purifiers**

This bill would require a large group health care service plan contract or group health insurance policy, except a specialized health care service plan contract or health insurance policy, that is issued, amended, or renewed on or after January 1, 2026, to include coverage for portable HEPA purifiers for enrollees or insureds who are pregnant or diagnosed with asthma or chronic obstructive pulmonary disease if the enrollee or insured is in a county where a local or state emergency has been declared due to wildfires.

Status: Passed the Assembly. Referred to the Senate Health Committee – passed. The next hearing will be in Senate Appropriations – hearing date pending.

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



# AB 907 (Chen)

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

The bill proposal would provide that the California Air Resources Board (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: Passed the Assembly. Referred to the Senate Environmental Quality Committee – hearing date pending.

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

# AB 914 (Garcia)

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## **Air pollution: indirect sources**

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: Ordered to the Inactive File. This is a 2-Year bill.

Position: Work With Author (approved by the Board on May 7, 2025)

# \*SB 69 (McNerney)

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## Artificial intelligence program: Attorney General

- ***Previous Topic: Clean Cars 4 All Program***

Staff Note: SB 69 was gut and amended on June 23, 2025, and no longer pertains to the Air District.

# SB 712 (Grove)

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## **Smog check: motor vehicles: exemption**

This bill would create a “rolling exemption” from California’s Smog Check Program (Smog Check) for collector motor vehicles thirty-five model years or older if the vehicles are insured as collector vehicles and have historic license plates.

Status: Passed the Senate. Referred to the Assembly Transportation Committee – hearing date July 14, 2025.

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

# SB 34 (Richardson)

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## **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: Passed the Senate. Double-referred to the Assembly Natural Resources Committee (passed) and the Assembly Transportation Committee – hearing date on July 14, 2025.

Position: Oppose (Approved by the Board on July 2, 2025)

# Additional Bills of Interest

# SB 237 (Grayson et. al)

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## **Air pollution: gasoline: one stop shop permitting**

Among other things, this bill would create a one stop permitting process for refineries at the California Energy Commission, discontinue the statewide use of summer blend gasoline, and reduce the credit price ceiling for fuel made under the Low Carbon Fuel Standard process.

Staff Note: This bill was a gut and amended to its current form on June 23, 2025.

Status: Passed the Senate. This bill has been double-referred to the Assembly Utilities & Energy and the Assembly Natural Resources Committee – hearing date pending.

Position: None

# AB 306 (Schultz)

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## **Building regulations: state building standards**

This bill would, from October 1, 2025, to June 1, 2031, inclusive, prohibit a city or county from making changes that are applicable to residential units to the above-described building standards unless a certain condition is met, including that the commission deems those changes or modifications necessary as emergency standards to protect health and safety.

Status: Rolled into budget trailer bill AB 130 (Committee on Budget).

Position: None



# AB 130 (Committee on Budget)

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## Housing (Trailer Bill)

This bill is a budget trailer bill that rolled in components of 3 bills:

- AB 306 (Schultz) – Building regulations: state building standards
- AB 609 (Wicks) – California Environmental Quality Act: exemption: housing development projects
- SB 681 (Wahab) – Housing

Status: Chaptered on June 30, 2025 (Chapter 22, Statutes of 2025)

Position: None

# State Budget Update

## Fiscal Year (FY) 2025-26

# State Budget Update

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Air District staff will provide the Committee with a verbal update on the state budget and the status of funding as it pertains to the Air District.

# Questions & Discussion

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**For more information:**

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