

BOARD OF DIRECTORS
POLICY, GRANTS, AND TECHNOLOGY COMMITTEE
October 15, 2025

COMMITTEE MEMBERS

VICKI VEENKER – CHAIR
MARGARET ABE-KOGA
JOELLE GALLAGHER
OTTO LEE
RAY MUELLER

JUAN GONZÁLEZ III – VICE-CHAIR
KEN CARLSON
DAVID HAUBERT
RICO MEDINA
LENA TAM

**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' Office
5th Floor
500 County Center
Redwood City, CA 94063

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

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

THE FOLLOWING STREAMING OPTIONS WILL ALSO BE PROVIDED

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

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

Members of the public may participate remotely via Zoom at <https://bayareametro.zoom.us/j/83204079129>, or may join Zoom by phone by dialing (669) 900-6833 or (408) 638-0968. The Webinar ID for this meeting is: 832 0407 9129

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, OCTOBER 15, 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 September 17, 2025

The Committee will consider approving the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of September 17, 2025.

ACTION ITEM(S)

4. Transportation Fund for Clean Air Policies Commencing Fiscal Year 2026-2027

The Committee will consider recommending to the Board of Directors that the Board adopt proposed updates to the Transportation Fund for Clean Air Policies commencing in Fiscal Year 2026-2027. This item will be presented by Minda Berbeco, Manager in the Strategic Incentives Division.

INFORMATIONAL ITEM(S)

5. Update of Interstate 580 Truck Access Study

The Committee will discuss an update on the progress of the Interstate 580 Truck Access Study: Community, Equity, Traffic, and Environment, led by Caltrans District 4 in partnership with the Air District and the City of Oakland. This item will be presented by John Xu of Caltrans District 4.

6. State and Federal Legislative Updates

The Committee will discuss an update on state legislation, including Air District co-sponsored and Board-approved-position bills, updates to the 2025-26 California State Budget pertaining to the Air District, and recent events of significance on the federal level. This item will be presented by Alan Abbs, Legislative Officer in the Legislative and Government Affairs Division.

OTHER BUSINESS

7. 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.

8. 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)

9. Time and Place of Next Meeting

Wednesday, November 19, 2025, at 10:00 a.m. The meeting will be held in-person at the Bay Area Metro Center and at satellite locations as may be specified on the meeting agenda using a remote teleconferencing link. Members of the Policy, Grants, and Technology Committee and the public may attend at any of those in-person locations, and members of the public may also attend virtually via webcast.

10. Adjournment

The Committee meeting shall be adjourned by the Chair.

CONTACT:

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

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

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

Accessibility and Non-Discrimination Policy

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

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

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

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

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

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

EXECUTIVE OFFICE:
MONTHLY CALENDAR OF AIR DISTRICT MEETINGS

OCTOBER 2025

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Policy, Grants and Technology Committee	Wednesday	15	10:00 a.m.	1 st Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	15	1:00 p.m.	1 st Floor Board Room

NOVEMBER 2025

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Meeting - CANCELLED	Wednesday	5	10:00 a.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee	Wednesday	12	10:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Community Equity, Health, and Justice Committee	Wednesday	12	1:00 p.m.	1 st Floor, Yerba Buena Room
Board of Directors Policy, Grants and Technology Committee	Wednesday	19	10:00 a.m.	1 st Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	19	1:00 p.m.	1 st Floor Board Room
Community Advisory Council Meeting	Thursday	20	6:00 p.m.	1 st Floor, Yerba Buena Room

DECEMBER 2025

<u>TYPE OF MEETING</u>	<u>DAY</u>	<u>DATE</u>	<u>TIME</u>	<u>ROOM</u>
Board of Directors Nominating Committee	Wednesday	3	9:00 a.m.	1 st Floor Board Room
Board of Directors Meeting	Wednesday	3	10:00 a.m.	1 st Floor Board Room
Advisory Council Meeting	Monday	8	10:00 a.m.	1 st Floor Board Room
Advisory Council Meeting	Monday	8	1:00 p.m.	1 st Floor Board Room
Board of Directors Stationary Source Committee	Wednesday	10	10:00 a.m.	1 st Floor, Yerba Buena Room
Board of Directors Community Equity, Health, and Justice Committee	Wednesday	10	1:00 p.m.	1 st Floor, Yerba Buena Room
Board of Directors Policy, Grants and Technology Committee	Wednesday	17	10:00 a.m.	1 st Floor Board Room
Board of Directors Finance and Administration Committee	Wednesday	17	1:00 p.m.	1 st Floor Board Room

JB 10/9/25 – 11:05 a.m.

G/Board/Executive Office/Moncal

BAY AREA AIR DISTRICT
Memorandum

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

From: Philip M. Fine
Executive Officer/APCO

Date: October 15, 2025

Re: Approval of the Draft Minutes of the Policy, Grants, and Technology
Committee Meeting of September 17, 2025

RECOMMENDED ACTION

Approve the Draft Minutes of the Policy, Grants, and Technology Committee Meeting of
September 17, 2025.

BACKGROUND

None.

DISCUSSION

Attached for your review and approval are the Draft Minutes of the Policy, Grants, and
Technology Committee Meeting of September 17, 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 September 17, 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, September 17, 2025

DRAFT MINUTES

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

CALL TO ORDER

1. **Opening Comments:** Policy, Grants, and Technology Committee (Committee) Chairperson, Vicki Veenker, called the meeting to order at 10:02 a.m.

Roll Call:

Note: Effective September 16, 2025, one date prior to this meeting, Sergio Lopez resigned from the Air District's Board of Directors and subsequently, any Board committees on which he served, including the Policy, Grants, and Technology Committee.

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

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

Present, In-Person Satellite Location (San Mateo County Board of Supervisors, 500 County Center, 5th Floor, Redwood City, CA 94063): Directors Rico E. Medina and Ray Mueller.

Present, In-Person Satellite Location (Office of Santa Clara County, 1st Floor Conference Room, 70 W. Hedding Street, San Jose, CA 95110): Director Otto Lee.

Present, In-Person Satellite Location (Palo Alto Courthouse, 1st Floor, 270 Grant Avenue, Palo Alto, CA 94306): Director Margaret Abe-Koga.

Present, In-Person Satellite Location (Napa County Administration Building, 1195 Third Street, Suite 310, County Executive's Office, Napa, CA 94559): Director Joelle Gallagher.

Present, In-Person Satellite Location (Everline Resort and Spa, Lake Tahoe, Pyramid Peak Conference Room, 400 Resort Road, Olympic Valley, CA, 96146): Director David Haubert.

Absent: None.

2. PLEDGE OF ALLEGIANCE

CONSENT CALENDAR

3. APPROVAL OF THE DRAFT MINUTES OF THE POLICY, GRANTS, AND TECHNOLOGY COMMITTEE MEETING OF JULY 16, 2025

Public Comments

No requests received.

Committee Comments

None.

Committee Action

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

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

INFORMATIONAL ITEM

4. STATE AND FEDERAL LEGISLATIVE UPDATES

Viet Tran, Deputy Executive Officer of Public Affairs, and Greg Nudd, Deputy Executive Officer of Science and Policy, gave the staff presentation *State and Federal Legislative Updates*, including: outline; State Legislative update; Co-sponsored bill: Assembly Bill (AB) 14 (Hart); Board-approved position bills: AB 339 (Ortega), AB 546 (Caloza), AB 907 (Chen), AB 914 (Garcia), Senate Bill (SB) 34 (Richardson), SB 712 (Grove); additional bills if interest: AB 604 (Aguiar-Curry), SB 280 (Cervantes), Assembly Constitutional Amendment (ACA) No. 8 (Rivas); State Budget Fiscal Year (FY) 2025-26 update; and Federal Legislative update.

Public Comments

No requests received.

Committee Comments

The Committee and staff discussed the following:

Regarding AB 14 (Hart) – Coastal resources: Protecting Blue Whales and Blue Skies Program: congratulations to the Air District Legislative staff members whose efforts, over the years, contributed to the passing of this bill, hopefully to be signed by the Governor.

Regarding SB 34 (Richardson) – Air pollution: South Coast Air Quality Management District: mobile sources: Ports of Long Beach and Los Angeles: whether the Governor would sign this bill.

Regarding the FY 2025-2026 State Budget: recent updates on potential funding for AB 617 (2017), the Community Air Protection Program, whether the funding would be contingent upon future Greenhouse Gas Reduction Fund auction revenues, and whether the Air District has a contingency plan if funding is not restored to the program; the level of the Air District's concern regarding some of its partner organizations losing State funding; and whether the removal of the impact of fuel efficiency standards would result in an increase of sales of dirtier, heavier, less-efficient vehicles, and how the Air District can we continue to advance just transition despite the protection of the market for fossil fuels.

Regarding federal updates: whether waivers that the Environmental Protection Agency (EPA) had already been granted to California for its stricter vehicle emissions standards may be disapproved by Congress via the Congressional Review Act; and concern regarding the termination of satellite programs and cut research funding related to climate change, as well as Trump administration's attempts to dismantle climate regulations, standards, programs, and Clean Air Act.

Committee Action

No action taken.

OTHER BUSINESS

5. PUBLIC COMMENT ON NON-AGENDA MATTERS

No requests received.

6. COMMITTEE MEMBER COMMENTS

Chair Veenker announced that the City of Palo Alto's Climate Action and Sustainability Committee recently discussed the City's role in facilitating compliance with Air District Zero nitrogen oxides (NOx) requirements for water heaters. She also said that she recently gave a report to the Cities Association of Santa Clara County, the agency which appointed her to the Air District's Board, on the Air District's recent activities.

7. TIME AND PLACE OF NEXT MEETING

Wednesday, October 15, 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 11:00 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: October 15, 2025

Re: Transportation Fund for Clean Air Policies Commencing Fiscal Year 2026-2027

RECOMMENDED ACTION

Recommend to the Board of Directors that the Board adopt proposed updates to the Transportation Fund for Clean Air Policies commencing in Fiscal Year 2026-2027.

BACKGROUND

In 1991, the California State Legislature authorized the Air District to impose a \$4 surcharge on motor vehicles registered within the Air District's jurisdiction to fund projects that reduce on-road motor vehicle emissions. This surcharge, which generates about \$24 million annually, is used to fund eligible projects through the Air District's Transportation Fund for Clean Air (TFCA) program. The statutory authority for the TFCA and requirements of the program are set forth in California Health and Safety Code (HSC) Sections 44241 and 44242.

Sixty percent (60%) of TFCA funds are allocated annually by the Board to eligible projects and programs implemented directly by the Air District (e.g., Spare the Air) and to a program referred to as the Regional Fund. The remaining forty percent (40%) of TFCA revenue is passed through to the nine counties in the Air District's jurisdiction, based on each county's proportionate share of vehicle registration fees. The county's designated agency (i.e., administering agency) then awards the funds to eligible projects in their county. On an as needed basis, the Air District Board of Directors adopts proposed updates to the TFCA Policies to maximize emissions reductions and public health benefits.

DISCUSSION

At the request of the Air District's Community Advisory Committee (CAC), before the TFCA policy updates were drafted, several of the administering agencies met with CAC members to discuss the policies and how community input was included in decision-making. During these meetings, it was shared that each agency has its own local process for community direction, outreach and communication including, in many cases, their own local advisory committees. The comments shared by the CAC members were incorporated into the draft policy language before it was released to other stakeholders for review, including the desire for more streamlined language and higher cost-effectiveness limits for Air District priority communities.

Starting in January 2025, Air District staff met with the administering agencies on a monthly basis to collaborate and discuss proposed updates and revisions. On July 17, 2025, the Air District posted the draft Policies on its website and opened the public comment period, which closed on August 22, 2025. The open comment period was advertised via eblast and sent to more than 1,000 stakeholders. The announcement was also shared with the administering agencies, who distributed the draft for input and feedback from stakeholders within their respective jurisdictions. Additionally, Air District staff hosted a virtual public workshop on July 30, 2025, to solicit additional comments, and worked to align the policies with the Assembly Bill (AB) 617 plans and the Air District's strategic plan. Written comments were submitted by six entities.

For the first time, the policies merge the 60% Fund and 40% Fund Policies, so that both the Air District and the administering agencies will expend funds based on the same set of policies. Air District staff have also taken this opportunity to streamline the program, to reduce barriers for applicants to apply to the TFCA program, to make the Policies more evergreen, and to allow more autonomy for administering agencies to tailor their own county programs.

The following is a high-level summary of key proposed updates to the TFCA Policies:

- Removed the minimum and maximum grant amounts (that originally applied to the 60% Fund), readiness policy, as well as policies for project specific categories
- Added two new project categories to align with the legislation: implementation of rail-bus integration and regional transit information systems and demonstration of congestion pricing of highways, bridges, and public transit (policy #7)

- Increased the cost effectiveness limit for some categories (e.g. bikeways); added new and higher cost effectiveness limits for Priority Areas across all categories; and aligned future annual updates to cost effectiveness limit for categories (i.e., on-road zero-emissions vehicles, Vehicle Buy Back, Clean Cars for All) represented in the state's Carl Moyer Program (policy #7)
- Added profit (policy #16) and remanufactured or refurbished vehicles, equipment, and parts (policy #17) as ineligible uses of TFCA funds
- Allowed administering agencies, if it finds that significant progress has been made on a project, to approve no more than three one-year schedule extensions (instead of two years) for a project (policy #10)

The proposed updates to the TFCA Policies are shown in Attachment 1. Attachment 2 shows the written comments received and the responses from Air District staff.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None. The recommended policy updates have no impact on the Air District's budget.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Jason Newman
Reviewed by: Alona Davis, Minda Berbeco, and Linda Hui

ATTACHMENT(S):

1. Draft Transportation Fund for Clean Air Policies Commencing Fiscal Year 2026-2027
2. Comments Received from the Administering Agencies on the Draft Proposed Updates to TFCA Policies and Air District Staff's Responses
3. Transportation Fund for Clean Air Policies Commencing Fiscal Year 2026-2027 Presentation

THE TRANSPORTATION FUND FOR CLEAN AIR (TFCA) POLICIES Commencing Fiscal Year 2026-2027

These Policies were established to guide the use of the Bay Area Air District's (Air District) Transportation Fund for Clean Air (TFCA) for both the TFCA 60% Fund that is administered by the Air District, and the 40% Fund, which is passed through and administered by the designated public agency in each of the nine Bay Area counties (collectively referred to as the "administering agencies"). Unless otherwise noted, these Policies are intended to oversee all TFCA administrators, recipients, projects, and programs.

ELIGIBLE RECIPIENTS:

1. **Eligible Applicants:** Pursuant to [California Health and Safety Code \(HSC\) section 44241\(c\)\(1\)](#), public agencies are eligible to apply for all project categories. Non-public entities are eligible to apply for only on-road zero-emissions vehicles and alternative fuel infrastructure projects that are permitted pursuant to [HSC section 44241\(b\)\(7\)](#).
2. **Authority and Capacity:** Grant recipients must be responsible for the implementation of the project and have the authority and capability, including funding, necessary to complete the project.

Additionally, applicants of the TFCA 60% Fund must demonstrate that they have the authority to submit the application, to enter into a funding agreement, to carry out the project, and to bind the entity to perform all required tasks by including either: 1) a signed letter of commitment from the applicant's representative with authority (e.g., Chief Executive or Financial Officer, Executive Director, or City Manager); or 2) a signed resolution from the governing body (e.g., City Council, Board of Supervisors, or Board of Directors).

3. **Good Standing:** Grant recipients must be in good standing with the Air District. Grantees who have failed either the financial statement audit or the compliance audit for a prior TFCA-funded project awarded are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District's final audit determination in accordance with [HSC section 44242](#) or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed financial statement audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds. A failed compliance audit means an uncorrected audit finding that confirms a program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed financial statement or compliance audit of the administering agency or its grantee may subject the administering agency to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of [HSC section 44242\(c\)\(3\)](#).

4. **Viable project and matching funds:** Applicants must demonstrate that they have adequate funds to cover all stages of their proposed project(s) from commencement

Attachment 1
TFCA Policies Commencing Fiscal Year 2026-2027

through completion. With the exception of public school districts, applicants of the TFCA 60% Fund must provide evidence that they have at least 10% of the total eligible project costs (matching funds) from a non-Air District source available and ready to commit to the proposed projects.

ELIGIBLE PROJECTS:

5. Basic Requirements: Projects must conform to the provisions of [HSC sections 44220 et seq.](#) and these Policies. On a case-by-case basis, agencies that administer the 40% Fund may receive approval by the Air District for projects that are authorized by [HSC section 44241](#) and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.

6. Reduction of Air Pollution: Only projects that result in the reduction of surplus on-road motor vehicle emissions within the Air District's jurisdiction are eligible. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

Surplus emission reductions are reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement. TFCA funds may not be granted to a project that has already commenced or would have commenced otherwise.

7. TFCA Cost-Effectiveness (C-E) by Eligible Project Category: Projects must not exceed the maximum C-E limit specified in Tables 1 and 2. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

Administrative costs that are permitted pursuant to [HSC section 44233](#) are excluded from the calculation of a project's TFCA cost-effectiveness.

This section does not apply to projects that are co-funded by other Air District administered programs (e.g., Carl Moyer Program) and the TFCA 60% Fund. Emissions benefits for these projects may be reported under other Air District- administered programs.

Table 1: Maximum Cost-Effectiveness for TFCA Projects

Eligible Project Category pursuant to HSC section 44241(b)(1)- 44241(b)(11)	Maximum C-E (\$/weighted ton)	
	Does NOT provide emission reductions in Priority Areas ¹	Provides emission reductions in Priority Areas ¹
Clean Air Vehicle: The following project categories encourage the introduction of zero-emission vehicle technologies and/or the retirement of older, more polluting vehicles.		
Purchase or lease of on-road zero-emissions vehicles (i.e., hydrogen fuel cell, battery electric)	\$522,000*	\$783,000*

Attachment 1
TFCA Policies Commencing Fiscal Year 2026-2027

Installation of alternative fuel infrastructure that supports zero emission vehicles.	\$500,000	\$750,000
Trip Reduction: The following project categories encourage the reduction of vehicle trips, vehicle use, and vehicle miles traveled.		
Implementation of existing ridesharing² programs and existing first- and last-mile connections⁴	\$300,000	\$450,000
Provision of pilots³: ridesharing² programs; first- and last-mile connections⁴; congestion pricing of highways, bridges, and public transit	\$500,000	\$750,000
Implementation of bicycle parking (e-bike charging may be eligible as part of the creation of new bicycle parking)	\$500,000	\$750,000
Implementation of bicycle facility improvement projects (e.g., Class I-IV bikeways, bike loop detectors, bike share)	\$1,000,000	\$1,500,000
Implementation of infrastructure improvements for trip reduction (including transit signal preemption and bus stop relocation)	\$500,000	\$750,000
Implementation of demonstration projects in telecommuting	\$300,000	\$450,000
Implementation of rail-bus integration and regional transit information systems	\$150,000	\$225,000
Case-by-case approval	\$250,000	\$375,000

¹ Priority Areas are communities identified through the Assembly Bill (AB) 617 process; and Priority Populations as defined by SB 535 disadvantaged communities and AB 1550 low-income communities.

² Ridesharing is defined as two or more persons traveling by any mode, including, but not limited to, carpooling, vanpooling, buspooling, taxipooling, jitney, and public transit.

³ Pilot projects are defined as projects that serve an area where no similar service was available within the past three years or that will result in significantly expanded service to an existing area.

⁴ The local feeder bus or shuttle service must provide direct connections between stations (e.g., rail stations, ferry stations, Bus Rapid Transit (BRT) stations, or airports) and a distinct commercial or employment location.

* The value for non-Priority Area projects may increase annually to align with adjustments made to the Carl Moyer Program Guidelines adopted by the California Air Resources Board (CARB). The value for Priority Area projects will be increased by 1.5 times.

Table 2: Maximum Cost-Effectiveness for TFCA Air District-Sponsored Programs

Project Category	Maximum C-E (\$/weighted ton)
Spare the Air & Commuter Benefits	\$500,000

Attachment 1
TFCA Policies Commencing Fiscal Year 2026-2027

Enhanced Mobile Source Inspections	\$500,000
Vehicle Buy-Back	\$60,000 ^{1*}
Clean Cars for All	\$522,000*
Charge!	N/A ²

¹ Maximum C-E for vehicle scrapping if entirely funded by TFCA. If TFCA is used as a match for state funds, all emissions reductions will be claimed by the state program.

² These projects provide electric vehicle charging and/or hydrogen refueling infrastructure to support emission reductions from electric and fuel cell electric vehicles. To maximize emissions reductions and public health benefits, projects will be competitively evaluated using objective criteria. Cost-effectiveness factors will include total project cost, the amount of funding eligible under program rules, and projected emissions reductions based on anticipated equipment usage. Other evaluation factors may include benefits to environmental justice communities and communities disproportionately impacted by air pollution. No maximum cost-effectiveness threshold will apply.

*These values may increase annually to align the limit with adjustments made to the Carl Moyer Program Guidelines adopted by CARB.

- 8. Consistent with existing plans and programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards ([Clean Air Plan](#)), those plans and programs established pursuant to [HSC sections 40233, 40717, and 40919](#); and, when specified, other adopted federal, State, regional, and local plans and programs.

For projects that will install **bikeways and bike parking**, pursuant to [HSC section 44241\(b\)\(10\)](#), the description of the projects must be included in an adopted countywide bicycle plan, congestion management program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan. Projects that are included in an adopted city general plan, area-specific plan, community-based transportation plan, or similar plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

For projects that involve the installation of **infrastructure for trip reduction projects**, pursuant to [HSC section 44241\(b\)\(11\)](#), a description of that project must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.

- 9. Accessible and available to the public.** Projects that provide a service (i.e., ridesharing, first- and last-mile connections, bike share) must be made accessible and available to the general public.

ADMINISTRATION:

- 10. Expend Funds within Two Years:** TFCA Funds must be expended within two (2) years of receipt of either (1) the first transfer of funds from the Air District to the administering agency in the applicable fiscal year for TFCA 40% Fund or (2) the effective date of the project sponsor's grant agreement for the TFCA 60% Fund, unless the administering agency or Air District has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, for the TFCA 40% Fund, an administering agency may, if it finds that significant progress has been made on a project, approve no more than three one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if

Attachment 1
TFCA Policies Commencing Fiscal Year 2026-2027

the Air District finds that significant progress has been made on a project. For the TFCA 60% Fund, the Air District may approve a longer period, if it finds that significant progress has been made on a project.

11. **Maintain Appropriate Insurance:** Both the administering agency and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE USES OF TFCA FUNDS:

12. **Planning activities:** Pursuant to [HSC section 44241\(c\)\(1\)](#), planning activities are not eligible unless they are directly related to the implementation of a specific project or program.
13. **Cost of developing proposals and grant applications:** The costs to prepare proposals and/or grant applications are not eligible.
14. **Employee subsidies:** Projects that provide a direct or indirect financial transit or rideshare subsidy exclusively to employees of the grantee are not eligible.
15. **Personal computers purchase:** Pursuant to [HSC section 44241\(b\)\(6\)](#), TFCA may not be used to purchase personal computers.
16. **Profit:** The sum of TFCA funds awarded plus all other grants and applicable manufacturer and local/state/federal rebates and discounts plus any applicable applicant cost share may not exceed total project costs.
17. **Remanufactured or refurbished vehicles, equipment, and parts:** Vehicles, equipment, and parts must be new.

Commenter and Organization	Comments received from the administering agencies between June 21, 2025 – August 22, 2025	Air District Staff's Responses
<p>Alameda County Transportation Commission:</p> <p>Seon Joo Kim</p>	<p>Policy #6: Reduction of Air Pollution: Re. <i>"TFCA funds may not be granted to a project that has already commenced or would have commenced otherwise."</i></p> <p>There are various scenarios where a project might require additional funding after its commencement, such as an increase in the total project cost or added scope that can distinctly qualify for TFCA. Additionally, for programs and shuttle operations, the program or operations period is for a longer period than the allowable 2-year TFCA grant period. We request deleting this sentence.</p>	<p>No changes have been made to the Policies. Projects requiring additional TFCA funds can apply for multi-year funding at the time of application. Additionally, while it is true that ongoing programs and ongoing shuttle operations have already commenced, if they have commenced or would have otherwise commenced without TFCA funding at the beginning of the fiscal year funding cycle, then these programs and projects would be ineligible for TFCA funding.</p>
	<p>Policy #7: TFCA Cost-Effectiveness by Eligible Project Category</p> <p>a) <u>General:</u> Given the increasing cost of project implementation, we request the Air District to increase the C-E thresholds for all project types and especially for bikeways. As a simple example, we tried applying Consumer Price Index (CPI) to adjust for inflation to come up with the suggested C-E thresholds (see attachment).</p> <p>b) <u>Priority Areas:</u> We appreciate and support the Air District's allowing higher C-E thresholds for projects benefiting the Priority Areas. Given an even greater emphasis on the health impact of air pollution on the AB 617 communities, we request expanding the flexibility even further for AB 617 communities and making the C-E threshold not applicable to projects that benefit AB 617 communities, consistent with the Air District's Charge! Program policies, which state: <i>... To maximize emissions reductions and public health benefits, projects will be evaluated based on project characteristics including, but not limited to, cost of the project, anticipated equipment usage, and anticipated benefits to environmental justice communities and communities highly impacted by air pollution but shall not be subject to a maximum cost-effectiveness limit.</i></p>	<p>a) The Policies have been updated to reflect additional increases in the C-E limit due to inflation.</p> <p>b) No changes have been made to the Policies for consistency on how Air District staff reports to the Board.</p>

	<p>Regarding the draft Priority Area Guidance, we suggest allowing for the projects located or operating in a 1-mile buffer of the priority areas to qualify as benefiting the priority areas.</p> <p>c) <u>First/last mile connections:</u> We request including the non-ridesharing components of Transportation Demand Management (TDM) programs as eligible projects under this category, including but not limited to bike/ped safety education, promotion, and outreach activities. This request follows Air District staff having indicated that non-ridesharing components of TDM programs are no longer eligible under the Ridesharing project category, even though these components are cost effective for TFCA and reduce SOV trips. If non-ridesharing components of TDM programs cannot be included under this category, in order to allow TFCA funds to continue to be used for these activities, we request Air District staff to identify one of the other TFCA project categories that could accommodate these activities.</p> <p>d) <u>Arterial management projects:</u> We request reinstating arterial management projects as eligible for TFCA 40% funds. These projects are authorized under the TFCA legislation as an eligible project category and have many demonstrated benefits, including but not limited to improved air quality, shorter commute times, and reduction in accidents.</p> <p>e) <u>Combined funds:</u> We request the non-applicability of this section to extend to the TFCA 40% fund, as follows: <i>“This section does not apply to projects that are co-funded by other Air District administered programs (e.g., Carl Moyer Program), TFCA 40% Fund, and the TFCA 60% Fund. Emissions benefits for these projects may be reported under other Air District- administered programs.”</i></p>	<p>c) No changes have been made to the Policies. Any activities, promotion, or safety education would need to be tied to a ridesharing component of the project to be considered eligible. Air District staff will be working with the administering agencies to discuss solutions to fund these project types.</p> <p>d) No changes have been made to the Policies. Air District staff met with the administering agencies to discuss short-term emission benefits regarding these projects and will not be making any changes. Projects can continually be brought to the Air District for a case-by-case approval.</p> <p>e) No changes have been made to the Policies.</p>
	<p>Policy #8: Consistent with existing plans and programs</p> <p>We suggest changing the language as follows to acknowledge most of these plans are medium- to long-range plans and give more flexibility</p>	<p>No changes have been made to the Policies for consistency with the authorizing legislation, which states “included in.”</p>

	<p>to the sponsors to implement projects that meet the intent of the listed plans:</p> <p><i>"... For projects that will install bikeways and bike parking, pursuant to HSC section 44241(b)(10), the description of the projects must be included in consistent with an adopted countywide bicycle plan, congestion management program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.</i></p> <p><i>For projects that involve the installation of infrastructure for trip reduction projects, pursuant to HSC section 44241(b)(11), a description of that project must be identified in consistent with an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan."</i></p>	
	<p>Policy #10: Expend Funds within Two Years</p> <p>Consistent with the goal of updating the FY 26-27 Policies to give more autonomy to the CPMs, similar to the Air District's ability to grant longer time extensions for the 60% funds, we request that CPMs be given the ability to grant longer time extensions to the awarded 40% funds than the currently allowed two one-year extensions. Currently, Alameda CTC grants time extensions of up to three years for its local sales tax funds and oftentimes projects that are awarded our 40% funds also receive sales tax funding. Being able to approve a three-year time extension to the TFCA expenditure deadline without Air District staff approval would help better align the TFCA time extensions with those granted for our other local funding sources, which would in turn greatly help streamline the administration of the 40% funds in Alameda County. Depending on other counties' extension procedures, the Air District might consider allowing for even longer extensions.</p>	<p>Policies have been updated to allow for three, one-year extensions.</p>

<p>Contra Costa Transportation Authority:</p> <p>Danielle Elkins</p>	<p>Policy #1: Eligible Applicants Request for clarification on public-private partnership ("P3") eligibility.</p> <p>CCTA (and possibly other agencies) are exploring innovative finance models, such as public-private partnerships ("P3"), to deliver programs and projects at value. CCTA therefore requests clarification from the Air District as to how the draft FY27 policies address P3 sponsors for eligible project types that meet Cost-Effectiveness (C-E) thresholds.</p>	<p>No changes have been made to the Policies. This requirement still applies to public-private partnerships. The entity entering into the agreement with the Administering Agency must be an eligible applicant. The Guidance has been updated to provide this clarity.</p>
	<p>Policy #5: Basic Requirements Recommend expanding background information regarding authorizing State legislation.</p> <p>While the draft policies helpfully cite applicable legislative sections from the State Health & Safety Code (HSC), CCTA suggests additional background information on that authorizing legislation for TFCA funding would significantly increase clarity and understanding of the basis for certain TFCA policies - not only for county program administrators, but also current and future project sponsors and local elected officials. Thus, at a minimum, we suggest hyperlinking relevant State legislative code in the policies document to enhance accessibility to substantive legislative text. Alternatively, we recommend that policy summaries and/or guidance - whether in-text or in appendices - be provided in conjunction with the draft FY27 policies.</p>	<p>The Policies have been updated to include hyperlinks to the TFCA authorizing legislation.</p>
	<p>Policy#7: TFCA Cost-Effectiveness (C-E) by Eligible Project Category</p> <p>a) Request for additional definition clarity and flexibility under Trip Reduction project category. CCTA has sponsored a successful e-bike rebate program, which can demonstrably reduce surplus emissions with consumer modal shift. For this reason, we request policy flexibility under, for example, the "existing ridesharing programs" sub-category, to include Active Transportation incentives (such as e-bike rebates) in the definition of</p>	<p>a) No changes have been made to the Policies. The purpose of TFCA is to reduce air pollution from motor vehicles. Because e-bikes are not considered vehicles under the California Vehicle Code, TFCA funding cannot be used for the purchase of e-bikes for individuals. Air District staff will be working with the administering agencies to discuss solutions to fund</p>

	<p>“ridesharing” - or added as an additional type of eligible program under Trip Reduction.</p> <p>b) Recommend reconsideration of C-E calculations for shared use e-lockers versus standard bicycle parking and lockers. In advance of prospective changes to C-E thresholds and the underlying calculations for certain project categories, CCTA requests the Air District consider changing draft C-E calculations specifically for shared use e-lockers and treat them differently than standard bike parking or lockers. Reasons for this request are multiple, including:</p> <ul style="list-style-type: none"> • A shared use e-locker can be shared by multiple users throughout the day providing a larger air quality benefit than a standard locker. • An e-locker provides very highly secure parking that is in great demand due to the popularity and high cost of e-bikes. • A standard bike rack allows multiple users but very little security. • An e-locker can also provide data on who is biking to the locker and integrate with Clipper or Credit card payment. • E-Lockers can also have e-bike charging inside the locker providing additional utility and attracting users that may not have previously participated. • E-Locker program could provide access to the charging. <p>c) Suggested revision to footnote #4 for “first- and last-mile connections” under Trip Reduction category. According to the draft policy, funding for first- and last-mile ridesharing connections is only eligible for connections between stations and “a distinct commercial or employment center.” This limits – and, potentially omits - connections between mixed-use development and similar activity centers, which may include medium- and high-density housing with commercial and work-adjacent uses. Particularly considering recent State, regional and local land use and housing legislative updates that specifically support increased proximity to first- and last-mile connections, CCTA suggests revising this footnote terminology to include “activity centers”.</p> <p>d) Cautious optimism regarding increases to C-E thresholds. In principle, and where possible, CCTA enthusiastically</p>	<p>these project types under other eligible categories (e.g., bike share).</p> <p>b) No changes have been made to the Policies. Administering agencies are welcome to use different assumptions and methodologies from the Air District defaults as long as the alternative assumptions and/or methodology is supported with data.</p> <p>c) No changes have been made. Mixed-use developments can be considered commercial/and or employment centers.</p> <p>d) Noted.</p>
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	<p>supports increases to C-E thresholds. However, to our knowledge, draft FY27 Cost-Effectiveness worksheets are not yet available and - considering continual upward inflationary pressures on project and program costs - we maintain concerns that we cannot confidently validate the ability of future potential projects and programs to meet the proposed Maximum C-E (\$/weighted ton) thresholds.</p>	
	<p>Policy#8: Consistent with existing plans and programs Recommend modifying policy language for equal eligibility between locally- and regionally-planned bikeways and bike parking projects.</p> <p>The final sentence within the second paragraph of the draft policy states: <i>“Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.”</i> We interpret this clause to mean that bikeways and bike parking-related projects adopted and approved in local plans only (and not yet reflected in regional plans) must provide greater narrative justification for emissions and traffic congestion reduction than those that are incorporated into regional plans. Conversely, it appears that this additional language relating to reduction of vehicle emissions and associated traffic congestion reduction is <i>not</i> required for similar projects adopted in regional plans. From a policy perspective, CCTA believes all bikeway and bike parking-related projects – whether recreational, commute-based, or other trip purpose - would unequivocally reduce vehicle emissions and traffic congestion. It is reasonable that local agencies may periodically update their bicycling-related plans and programs asynchronously from regional plan updates. We recommend striking the above-referenced sentence within Policy #8.</p>	<p>No changes have been made to the Policies. Regional plans do not always address vehicle emission and traffic congestion, so it is necessary for projects that are included in an adopted city general plan or area specific plan to provide greater narrative justification to align the purpose of the project with the TFCA authorizing legislation. Additionally, not all bikeway and bike parking-related projects would unequivocally reduce vehicle emissions and traffic congestion. Vehicle emissions would only be reduced when replacing vehicle trips that would have otherwise been made.</p>

<p>Transportation Authority of Marin:</p> <p>Scott McDonald</p>	<p>Policy #8: Consistent with existing plans and programs</p> <p>For projects that will install bikeways and bike parking, pursuant to HSC section 44241(b)(10), the description of the projects must be included in an adopted countywide bicycle plan, congestion management program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan and/or Regional Active Transportation Plan. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.</p> <p>Suggested: suggest adding ' community-based transportation plan, or similar plan' at the end of this paragraph</p>	<p>The Policies have been updated to reflect this comment.</p>
<p>City of Santa Clara</p> <p>Nicole He</p>	<p>For bikeway projects, I see the CE ratio of projects that does not provide emission reductions in Priority Areas is only half of those in Priority Areas (\$500,000 vs \$1,000,000). This difference is quite significant comparing to other project categories such as ridesharing programs (\$500,000 vs. \$600,000). Is it possible to raise the CE threshold for non-Priority Area bikeway projects?</p> <p>One challenge that local agencies face in applying for TFCA funds with bike projects was we only can ask for a very small amount of grant funding, limited by this CE threshold.</p> <p>Please provide a clear definition of "Provide emission reductions in Priority Areas".</p> <p>Please allow agencies to explain why the project provides emission reductions even if the project does not directly connect to a Priority Area.</p>	<p>The Policies have been updated to reflect this comment.</p> <p>Direction on determining whether a project provides emissions reductions in Priority Areas has been provided in the Guidance. For certain project types, this also includes allowing applicants to explain why the project in non-Priority Areas provides emissions reductions.</p>
<p>Santa Clara Valley Transportation Authority:</p> <p>Rachelle Tagud</p>	<p>"... we also want you to consider the increase in the funding limit for first and last-mile connections. This is a crucial development as we look to modify the program. The increased flexibility and funding will be instrumental in maintaining our current service and expanding our ability to provide essential trip-reduction projects that further reduce vehicle emissions."</p>	<p>The Policies have been updated to reflect this comment.</p>

<p>Santa Clara Valley Transportation Authority:</p> <p>William Hough</p>	<p>RE: comment on Policy #32</p> <p>Dear staff:</p> <p>Beginning with its FYE2024 guidance, the BAAQMD removed the Arterial Management project category</p> <p>from Policy #32, which read:</p> <p><i>Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.</i></p> <p>Despite BAAQMD's unilateral action, Arterial Management remains an eligible project category under the California Health and Safety Code section 44241(b)(4):</p> <p><i>HSC section 44241 (b)(4) (allows for) (I)nplementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets. "</i></p> <p>VT A disagrees with BAAQMD's arbitrary decision to remove an HSC-eligible project type from TFCA, noting last year's one-sided conversation in which the removal was presented by BAAQMD staff as a <i>fait accompli</i>. Arterial Management projects reduce vehicle emissions, as explained by Srinivasa Sunkari, P.E. in an article entitled <i>The Benefits of Retiming Traffic Signals</i> (attached). If, after reading his article, BAAQMD feels strongly about removing Arterial Management projects, it can work with the state legislature to do so. We consulted with the signal and traffic operations staff from cities and county staff in Santa Clara</p>	<p>No changes have been made. Because arterial management projects have short-term vehicle emission reduction benefits, this project category was removed. Removal of this category makes room to fund projects that have lengthier emission reduction benefits. However, Arterial management projects can still be brought to the Air District for a case-by-case approval.</p>
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	<p>County about this change. The following observations about arterial timing projects must be considered when evaluating this project type:</p> <ol style="list-style-type: none">1. The economy and land development are the primary influences on air quality, traffic patterns, and number of trips. Signal timing reacts to these changes in traffic patterns to keep the roads operating efficiently and reducing emissions by decreasing stop-start driving.2. Signal timing does not increase the capacity of a roadway or intersection; rather, signal timing helps a road operate at its design capacity by reducing stops and delays. When the demand along a roadway outstrips the design capacity, signal timing cannot eliminate the congestion or smooth the flow of traffic.3. Signal timing does not create a growth in automobile trips; although, it may lead to some redistribution of automobile trips locally. Smooth-flowing arterials can minimize diversion of traffic to local and neighborhood streets. Therefore, the air quality benefits of a signal timing project for a major arterial may be greater than just the emission reductions along the arterial itself - any local roads that are relieved of traffic also experience reduced stops and delay which results in reduced air pollutant emissions.4. Conversely, a lack of signal timing will not reduce the number of automobile trips. When a roadway or intersection becomes highly congested, drivers tend to seek other routes, such as cutting through neighborhoods. These local and neighborhood roads have less capacity and can become congested more quickly, leading to worsening air quality with the increased stops and delays. <p>We disagree with the premise that smoothing the flow of traffic is growth inducing. Arterial management projects are some of the most cost-effective projects funded with TFCA funds, especially in Santa Clara County which historically has had an automobile-dependent suburban development pattern. While VT A, the cities, and county continue to work on changing land use patterns to make alternate modes of travel an option for more people, it will take time for these land use patterns to significantly affect the countywide dependency on the automobile for basic travel needs such as commuting to work, schools, shopping, and services. It is also a long-term process for</p>	
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	<p>most motor vehicle owners to transition to alternative-fueled, cleaner vehicles. Until then, excessive delays and stops of gasoline-powered motor vehicles will continue to be a major source of pollutants in Santa Clara County. Through arterial management signal timing projects, the air pollutant emissions created by the great majority of travelers in Santa Clara County are reduced. It is these far-ranging impacts that make signal timing projects one of the best investments for TFCA funds.</p> <p>Finally, removing an HSC-eligible project category just reinforces the reality that the TFCA program is increasingly difficult to manage. Specifically, compared to a decade ago, it is much more difficult to find projects that are cost-effective, have full funding plans and can be delivered in the time allowed. Given how expensive projects have become, "incentive" funds, like TFCA, have lost their luster because they are so constrained. Applicants don't seem to be interested in receiving \$100K- \$200K in restricted funds for a project that costs \$5M or more and discouraging eligible project types is the wrong approach. We strongly encourage BAAQMD to restore Arterial Management Policy 32.</p>	
<p>Solano Transportation Authority:</p> <p>Matt Tuggle Dulce Jimenez</p>	<p>To produce regional reductions in greenhouse gas (GHG) emissions, SB 375 specifies consideration of financial incentives for farm to market and interconnectivity transportation needs. By enhancing transportation alternatives to and from local agriculture provides significant reductions in net GHG by reducing import/export of agricultural products for consumption and processing.</p> <p>Solano County is requesting an amendment and/or consideration to the Disadvantaged and Low Income Community's requirement in trip reduction projects. Improving access to locally sourced foods is helpful to all communities including disadvantaged and low income. Everyone has a right to safe and accessible locally sourced fresh foods and products.</p> <p>The variety of improvements along these routes incentivize localized use and consumption without GHG intensive regional transport. Our city residents cherish our local ag producers and farm stands, but funding remains limited on options to enhance and expand alternative modes of transportation to these immediately adjacent areas. We</p>	<p>No changes have been made to the Policies for consistency on how Air District staff report to the Board. Administering agencies are welcome to add additional requirements to prioritize these areas for their own county programs.</p>

	<p>believe these types of projects should be provided scoring consideration due to the significant reduction in VMT/GHG that local production provides adjacent urban centers.</p> <p>In addition, the generators of VMT/GHG cross demographics, and thus there should remain a broad application of grant funding that targets reductions for air quality benefits for all.</p> <p>In addition, County-to-County connections are becoming critical for cyclists to travel between regional areas. Solano County is currently collaborating with Yolo County on critical gap closures with assistance from Yolo Solano Air Quality Management District funding. The Bay Area Air Quality Management District should consider similar goals and financial incentives.</p>	
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Transportation Fund for Clean Air Policies Commencing Fiscal Year 2026-2027

Policy, Grants, and Technology Committee

October 15, 2025

Minda Berbeco, PhD

Manager

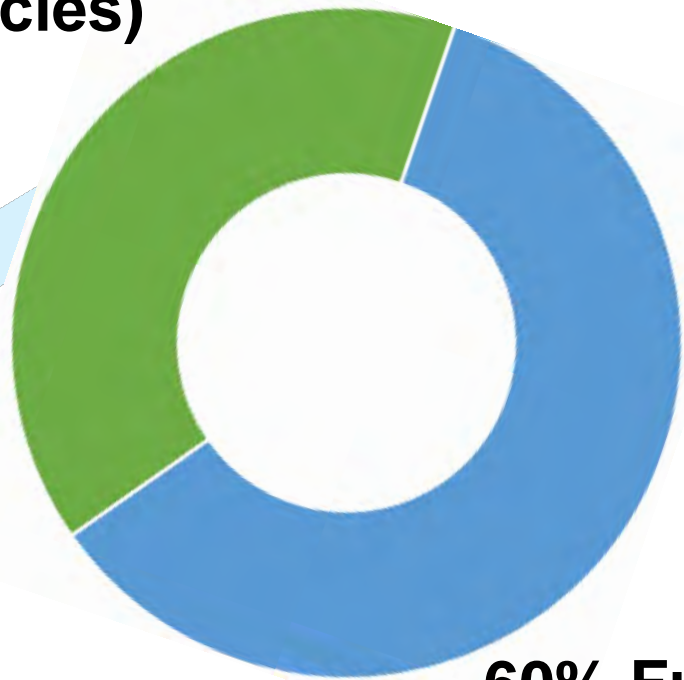
Strategic Incentives Division

Recommended Action

Recommend to the Board of Directors that the Board adopt proposed updates to the Transportation Fund for Clean Air (TFCA) Policies commencing in Fiscal Year 2026-2027.

Background

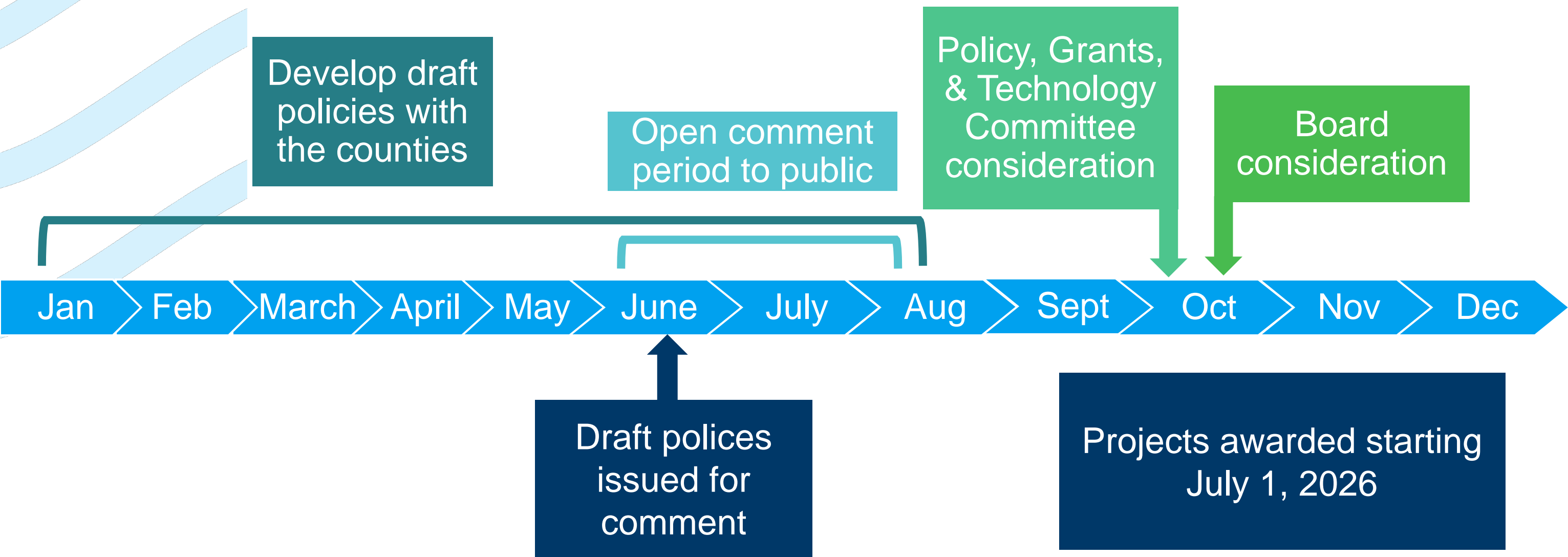
**40% Fund
(Administering
Agencies)**



**60% Fund
(Air District)**

- Authorized in 1991 by State Legislature
- Help air districts reduce on-road mobile source emissions
- Protect public health
- \$4 motor vehicle registration fee
- TFCA policies receive Air District Board of Directors approval

Timeline for Policy Updates



Summary of Proposed Updates

- Merged the 60% and 40% fund policies
- Added two new project categories: 1) Implementation of rail-bus integration & regional transit information systems; 2) Demonstration of congestion pricing (policy #7) to align with legislation
- Added profit (policy #16) and remanufactured or refurbished vehicles, equipment, and parts (policy #17) as ineligible uses of TFCA funds
- Allowed administering agencies to approve no more than three one-year schedule extensions for a project (policy #10)
- Removed minimum and maximum grant amounts, readiness policy, and policies for project specific categories

Summary of Proposed Updates (cont.)

- Increased the cost effectiveness limit for the following categories:
 - Existing ridesharing & first-and last mile connections
 - Bicycle parking, bikeways, and bike share
 - Telecommuting
- Added new and higher cost effectiveness limits for Priority Areas across **all** categories
- Aligned future annual updates to cost effectiveness limits for categories represented in the state's Carl Moyer Program (policy #7)

Recommended Action

Recommend to the Board of Directors that the Board adopt proposed updates to the Transportation Fund for Clean Air Policies commencing in Fiscal Year 2026-2027.

Questions & Discussion

For more information:

Minda Berbeco | Manager | mberbeco@baaqmd.gov

BAY AREA AIR DISTRICT
Memorandum

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

From: Philip M. Fine
Executive Officer/APCO

Date: October 15, 2025

Re: Update of Interstate 580 Truck Access Study

RECOMMENDED ACTION

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

BACKGROUND

For about six decades, a truck weight restriction has been in place along the 8.7-mile segment of Interstate 580 (I-580) through the City of Oakland. As a result of this truck ban, I-580 has minimal truck traffic. By contrast, the Interstate 880 (I-880) freeway corridor, which parallels to the west, has truck traffic that accounts for about 10% of its daily vehicle traffic per Caltrans Performance Measurement System (PeMS) data source. Concerns have been raised about this truck ban and its role in creating disproportionate levels of exposure in low-income communities in the Oakland area. It is particularly concerning that overburdened communities of color near the I-880 freeway experience higher rates of asthma and other health issues than other areas of Alameda County.

With the Air District, Caltrans, and the City of Oakland increasing their focus on equity and environmental justice, along with recent news articles highlighting the long-standing debate and racial inequities in Oakland, the I-580 truck ban is being questioned again. In addition, the Community Steering Committee for the Assembly Bill (AB) 617 West Oakland Community Action Plan has included a specific strategy to study the changes in health impacts throughout Oakland from allowing trucks on I-580. Air District staff also consider using this study to help enhance the development of the AB 617 Community Emission Reduction Plan (CERP) in East Oakland.

In partnership with the Air District and the City of Oakland, Caltrans submitted a planning grant application in 2022 for a new study to Caltrans Headquarters: Interstate 580 Truck Access Study: Community, Equity, Traffic, and Environment. In the fall of 2024, Caltrans District 4 set up a contract with Fehr & Peers, a transportation planning and engineering firm, to lead the study, which seeks to answer the following question: How would removal of the truck ban affect safety, efficiency, reliability and velocity,

along the I-880 and I-580 corridors, and impact health risk and equity for nearby populations?

DISCUSSION

At the March 19, 2025, Policy, Grants and Technology Committee meeting, staff from Caltrans and the Air District presented an overview of plans for the I-580 Truck Access Study. Caltrans District 4 staff will provide an update on the study's progress to date and plans for next steps, which include a public engagement kick-off meeting on November 12, 2025. This study is scheduled to be completed by the end of 2026, and staff from Caltrans and the Air District will continue to provide progress updates to the Policy, Grants, and Technology Committee.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Stephen Reid
Reviewed by: Song Bai

ATTACHMENT(S):

1. Interstate 580 Truck Access Study Presentation



Interstate 580 Truck Access Study

John Xu

Office Chief, Multimodal System Planning

Caltrans District 4

Agenda

Study Overview/Area

Study Goals and Existing Conditions

Public and Stakeholder Engagement

Next Steps

Study Overview

- Originated from Owning Our Air - West Oakland Community Action Plan (WOCAP)
- Consists of 4 components:
 - Traffic studies
 - Air Quality & Noise Impact Assessments
 - Racial Equity Assessment
 - Comprehensive Community Engagement Strategy (CCES)

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

By Laura Kliney



Great Freeway Controversy

Truck Ban, People



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

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




OWNING OUR AIR

the West Oakland Community Action Plan – Volume 1: The Plan

October 2019

Study Goals & Objectives



Identify and analyze the likely impacts of removing the truck ban from various vantage points

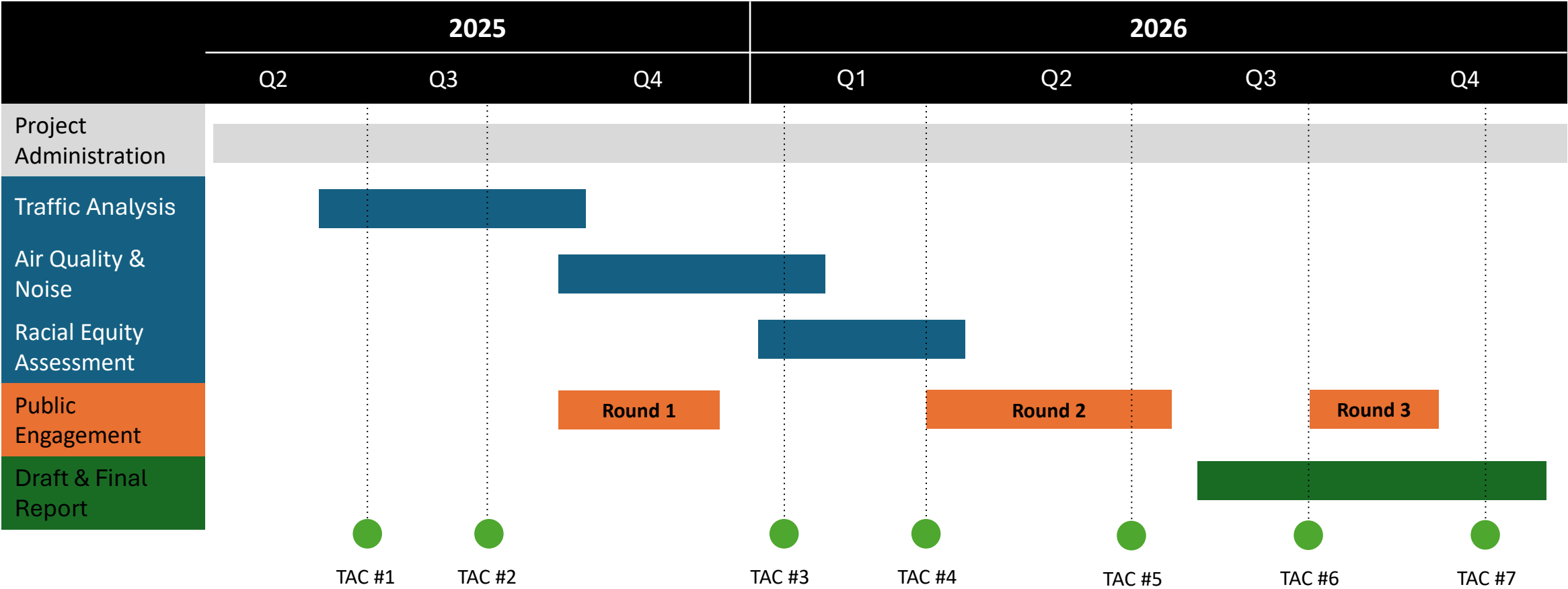


Reevaluate the purpose of the truck ban and find consensus for the ban's potential repeal



Recommend strategies to address existing issues and inefficiencies in freight flows and alleviate the disproportionate health impact of truck traffic on vulnerable communities

Study Timeline



Note: Timing for TAC Meetings is approximate

Study Area

- The study limits include the I-580 Truck Ban, beginning at Foothill Boulevard in San Leandro and ending at Grand Avenue in Oakland.
- Also include I-880, other State highways and major arterials
- Additional areas of Piedmont, Berkeley, San Leandro, and unincorporated Alameda County are also included.



Existing Conditions

Socioeconomic Factors

- Income
- Race and ethnicity
- Equity Priority Communities

Freight Factors

- Industrial land uses
- Heavy Truck Trips
- Freeway Truck Volumes

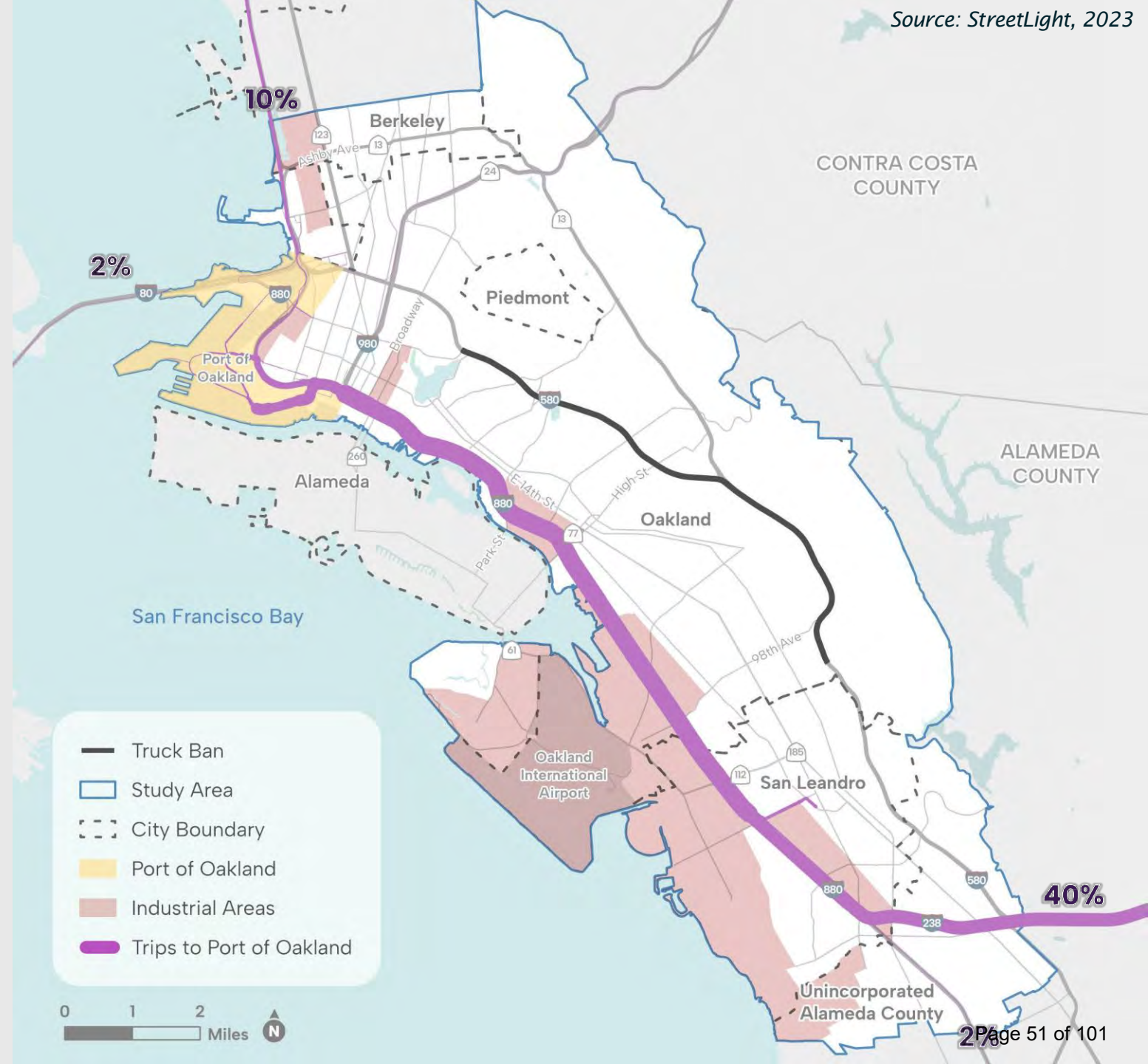
Environmental Factors

- Noise
- Air Quality
- Asthma

Port of Oakland Heavy Truck Trips

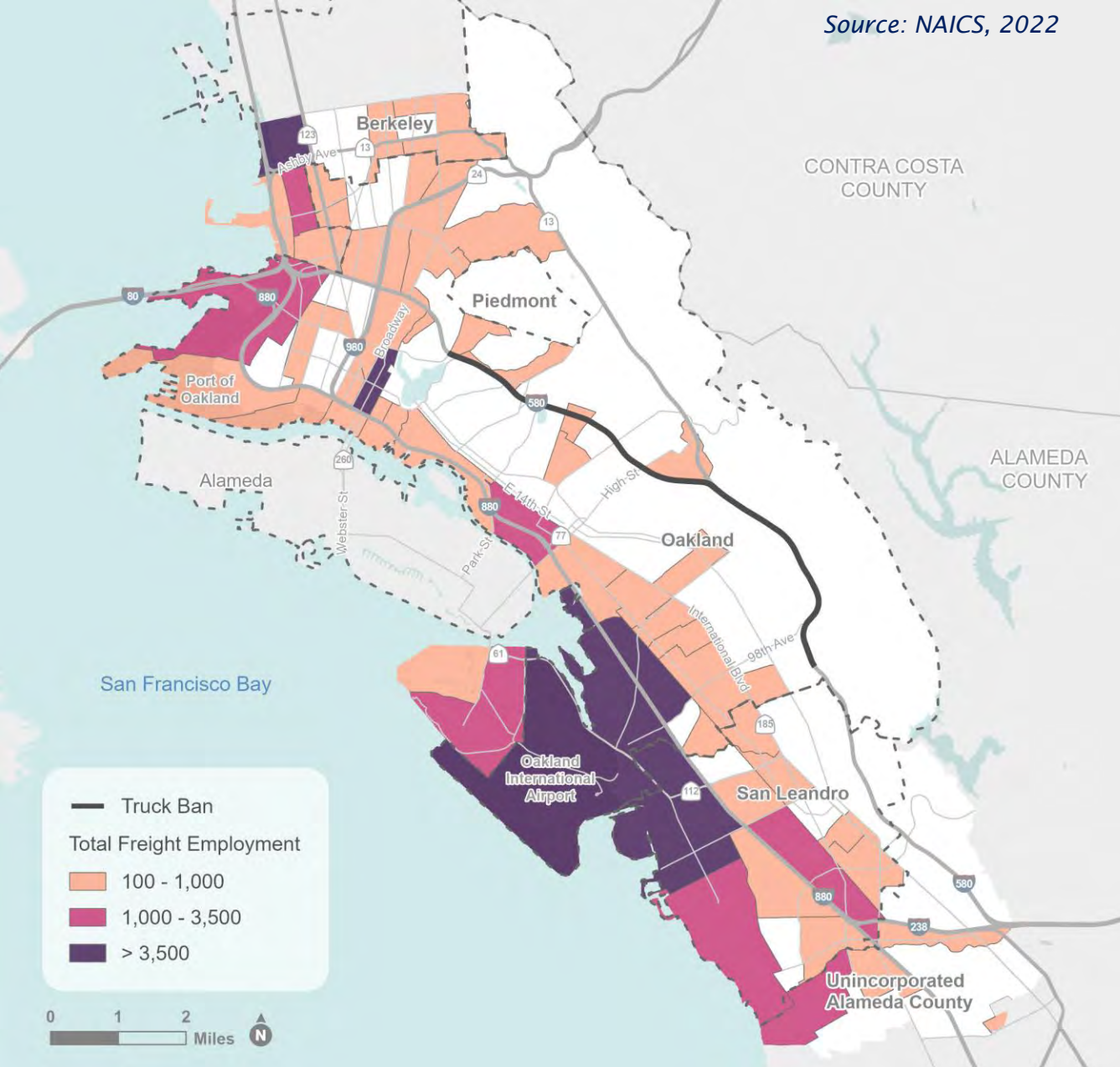
- About **50%** of heavy truck trips to/from the Port have **destinations** within the study area.
- The industrial land uses on both sides of I-880 support Port logistics and serve as **redistribution centers** for the Port's goods movement.

Note: Some of the smaller distributions are not labeled for simplicity.



Industrial Land Uses: Freight-Dependent Industries

- Freight generating land uses are **heavily concentrated along the I-880 corridor**
- There are significant **employment clusters located near key freight hubs** such as the Port of Oakland and the Oakland International Airport.
- There is **significantly less freight employment in the eastern portion** of the study area as the land use shifts to primarily residential.



Note: Freight dependent industries are industries with operations that rely on efficient and effective goods movement, including Agriculture, Forestry, Fishing and Hunting, Mining, Quarrying, and Oil and Gas Extraction, Utilities, Construction, Manufacturing, Wholesale Trade, Retail Trade, and Transportation and Warehousing.

Public and Stakeholder Engagement

- 3 Rounds of Public Engagement:
 - Community workshops (in-person or virtual)
 - Surveys
 - Informational presentations
 - Social media / Constant Contact
- Stakeholder engagement: 7 TAC meetings



Source: West Oakland Community Action Plan

Public Agency TAC Members

State and Regional Partners



Bay Area Air District



Port of Oakland



California Highway Patrol



Metropolitan Transportation Commission

County Partners



Alameda County



Alameda County Transportation Commission



Alameda County Public Health Department



AC Transit

City Partners



City of Emeryville



City of Oakland



City of Piedmont



City of Alameda



City of San Leandro



City of Berkeley

Industry TAC Members



California Trucking Association



Harbor Trucking Association

Community-Based Organization TAC Members



West Oakland
Environmental
Indicators Project



Communities For a
Better Environment



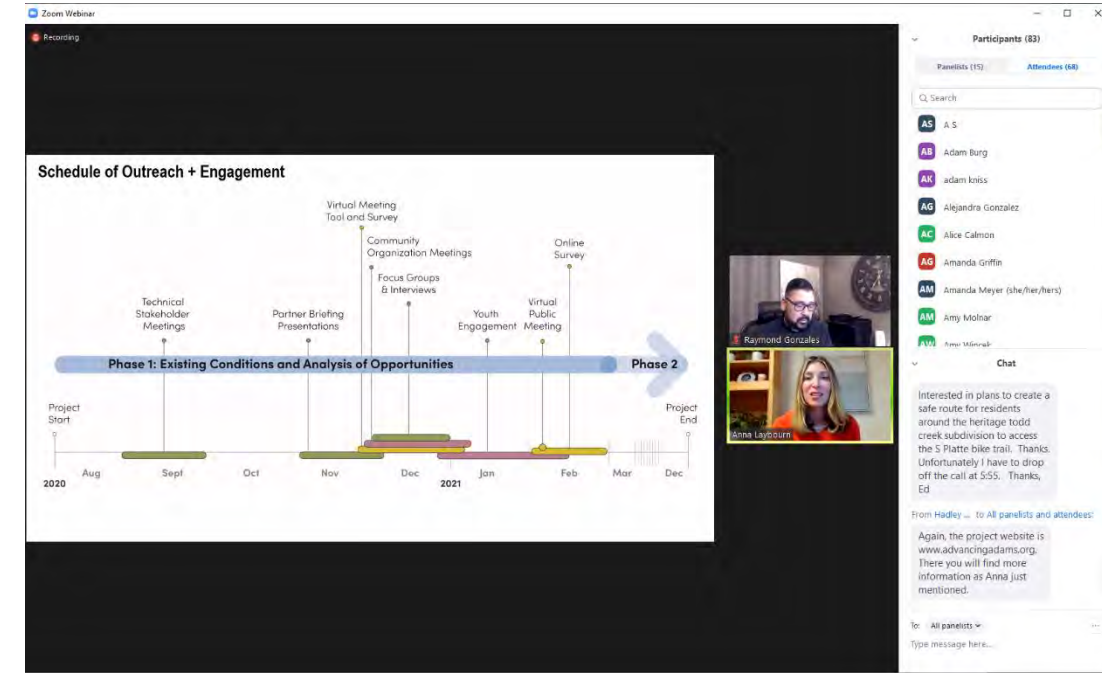
San Leandro 2050

*Also keeping Tiburcio Vasquez Health Center informed outside the TAC



Phase 1 Public Engagement

- **Public Kick-Off Meeting**
 - **Format:** Virtual Zoom Webinar
 - **Date:** Wednesday, November 12, 2025
 - **Time:** 6:30pm
 - **Duration:** 1 hour
- **Promotion Plan**
 - Caltrans to share on communications channels
 - Attend pop-ins prior / agendize on upcoming committee meetings
 - Pass out flyers, table at community centers; meet people where they are

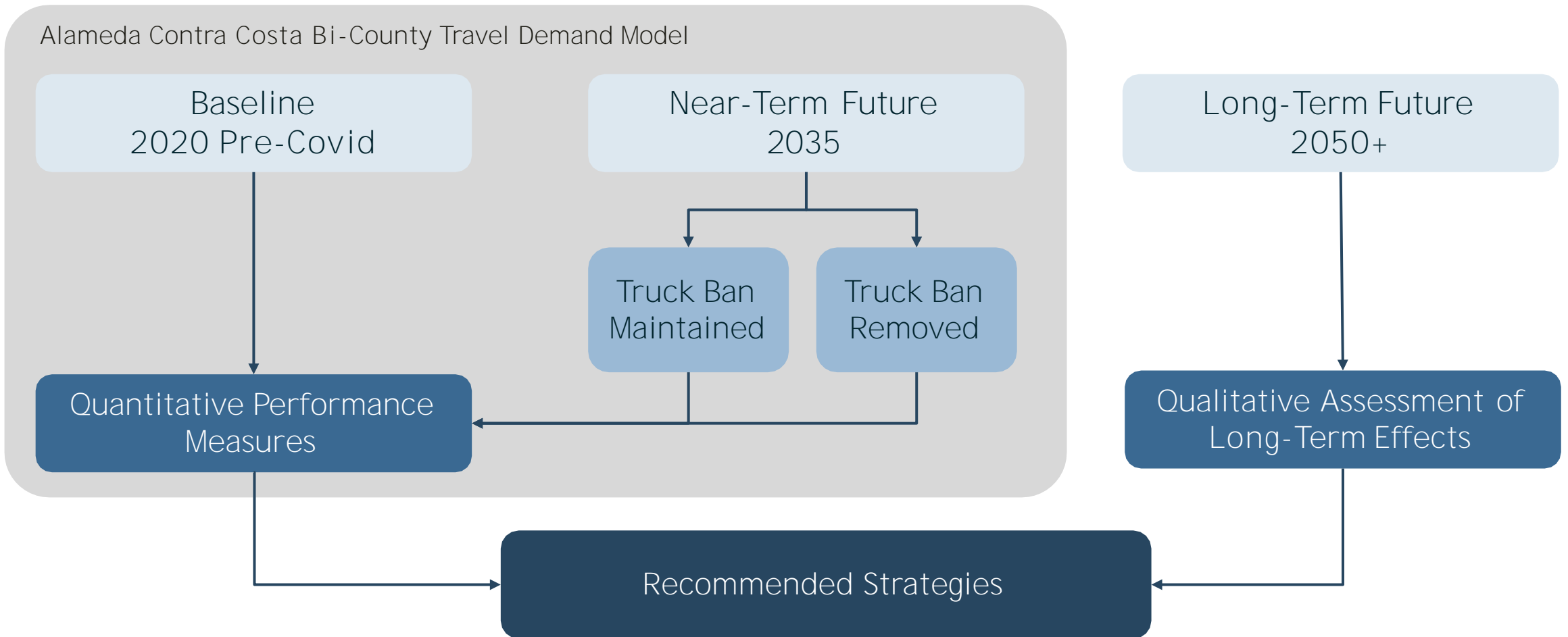




Next Steps

Traffic Analysis Approach

Alameda Contra Costa Bi-County Travel Demand Model

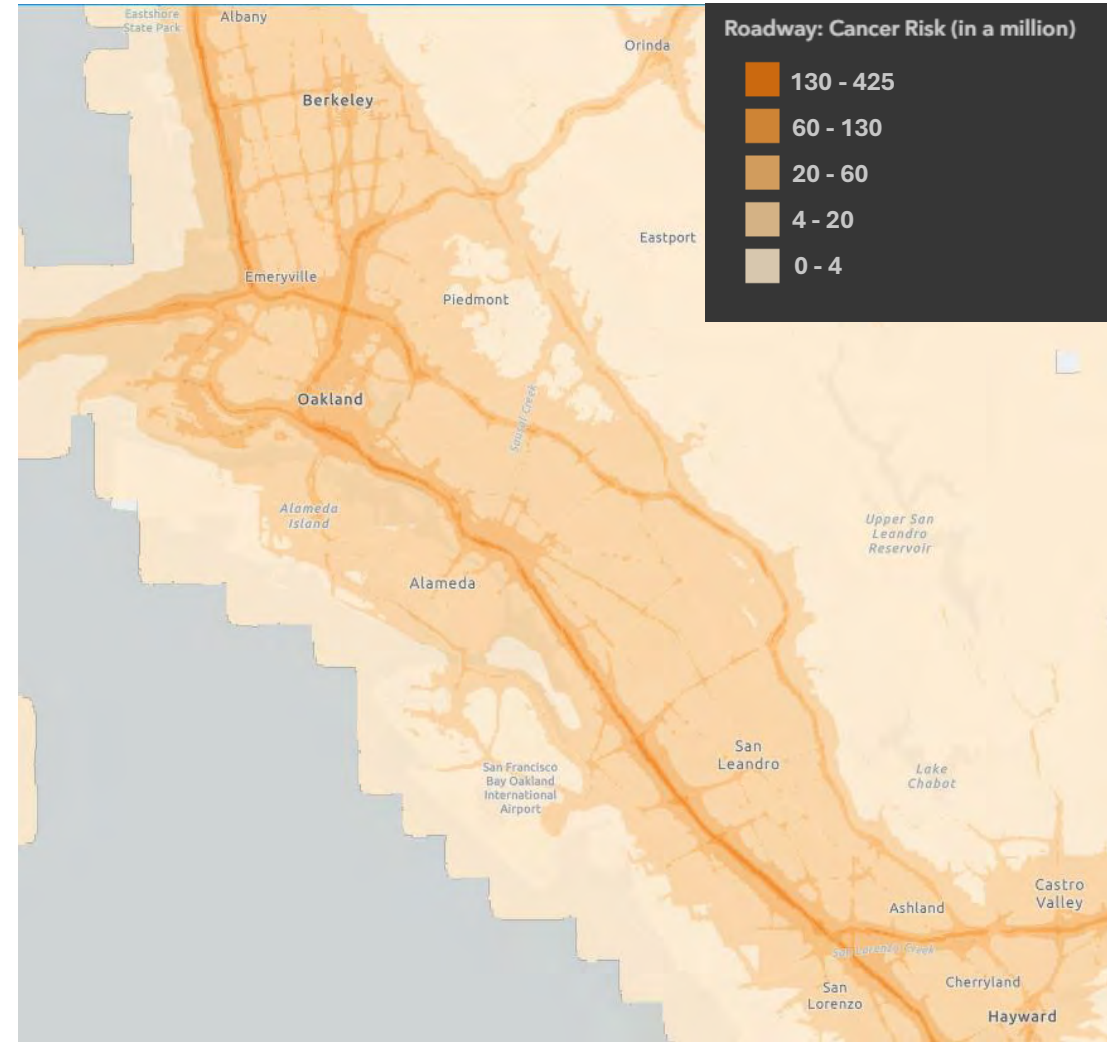


Air Quality Analysis

- Emissions estimation based on traffic volume data from Fehr & Peers
- Air dispersion modeling using emissions estimates and roadway configurations
- Modeling results will be provided to ESA for exposure and risk assessment
- Overall approach consistent with Air District's work on AB 617 assessments and CEQA screening tool development

Air Quality Analysis Elements:

- Fine particulate matter (PM_{2.5}) concentrations
- Diesel particulate matter (DPM) concentrations
- Cancer risk (from all mobile source air toxics)



Air District's CEQA Mobile Source Screening Map
(Example illustration: roadway cancer risk for 2022)

Stay Updated!



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



Constant Contact
Landing Page



I-580 Truck Access
Study Webpage

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: October 15, 2025

Re: State and Federal Legislative Updates

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 all bills that the Air District has taken a position on during the 2025 Legislative Session. 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

The Legislature began their interim recess on Saturday, September 13, 2025 and will convene for the 2026 Legislative Session on January 5, 2026.

Below are the Board-Approved-Position bills that were discussed at the September 17, 2025, Policy, Grants, and Technology Committee (Committee) meeting that were still actively moving through the legislative process on that date – any Board-Approved-Position bills that were discussed that Air District staff noted had died or been gut and amended have been removed.

Bills that have since died are noted with a ~~strikethrough~~, bills that have changed topics entirely (gut and amended) are noted with an asterisk (*), and bills that will be carried over into the 2026 Legislative Session (2-Year Bills) are noted as such.

October 12, 2025, was the last day for the Governor to sign or veto bills passed by the legislature.

Board-Approved-Position Bills

Co-Sponsor:

- Assembly Bill (AB) 14 (Hart) – Coastal resources: Protecting Blue Whales and Blue Skies Program

Support:

- AB 546 (Caloza) – Health care coverage: portable high-efficiency particulate air (HEPA) purifiers
- AB 907 (Chen) – State Air Resources Board: board members: compensation (2-Year Bill)

Oppose:

- AB 339 (Ortega) – Local public employee organizations: notice requirements
- Senate Bill (SB) 34 (Richardson) – Air pollution: South Coast Air Quality Management District: mobile sources: public seaports

Work With Author:

- AB 914 (Garcia) – Air pollution: indirect sources (2-Year Bill)

Additional Bills of Interest for Discussion

Air District staff will provide updates for the following bills that were mentioned during the September 17, 2025, Committee meeting:

- AB 1207 (Irwin, et al.) – Climate change: market-based compliance mechanism: extension
- SB 105 (Wiener) – Budget Bill Jr.
- SB 840 (Limón, et al.) – Greenhouse gases: Greenhouse Gas Reduction Fund: studies

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

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.

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

Federal Legislative Updates

Air District staff will also provide the Committee with a verbal update on recent events of significance on the federal level.

BUDGET CONSIDERATION/FINANCIAL IMPACT

None.

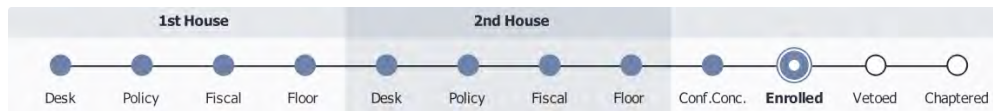
Respectfully submitted,

Philip M. Fine
Executive Officer/APCO

Prepared by: Alan Abbs
Reviewed by: Viet Tran

ATTACHMENT(S):

1. CapitolTrack - Board-Approved-Position Bills - As of October 9, 2025
2. Bills of Interest Matrix - As of October 9, 2025 - By Category
3. State and Federal Legislative Updates Presentation

AB 14**(Hart, D) Coastal resources: Protecting Blue Whales and Blue Skies Program.****Current Text:** 09/22/2025 - Enrollment [HTML](#) [PDF](#)**Introduced:** 12/02/2024**Last Amended:** 08/29/2025**Status:** 09/22/2025 - Enrolled and presented to the Governor at 3 p.m.**Location:** 09/22/2025 - Assembly ENROLLED

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 09/12/2025 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)07/17/25 - [SEN. Consent Calendar 2nd](#) (Y:35 N:0 A:5) (P)09/09/25 - [SEN. Assembly 3rd Reading](#) (Y:40 N:0 A:0) (P)09/10/25 - [ASM. CONCURRENCE](#) (Y:79 N:0 A:1) (P)**Text History:**09/12/25 - Enrolled [htm](#) [pdf](#) [doc](#) [atl](#)08/29/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)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:**

09/22/2025 - Enrolled and presented to the Governor at 3 p.m.

09/10/2025 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 79. Noes 0. Page 3210.).

09/09/2025 - Read third time. Passed. Ordered to the Assembly. (Ayes 38. Noes 0.). In Assembly. Concurrence in Senate amendments pending.

09/02/2025 - Read second time. Ordered to third reading.

08/29/2025 - Action rescinded whereby the bill was read third time, passed, and to Assembly. Ordered to third reading. Read third time and amended. Ordered to second reading.

08/25/2025 - Ordered to the Senate. In Senate. Held at Desk.

07/17/2025 - Read third time. Passed. Ordered to the Assembly. (Ayes 35. Noes 0. Page 2137.). In Assembly. Concurrence in Senate amendments pending.

07/15/2025 - Read second time. Ordered to Consent Calendar.

07/14/2025 - From committee: Be ordered to second reading file pursuant to Senate Rule 28.8 and ordered to Consent Calendar.

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. & W.
 05/14/2025 - Referred to Coms. on N.R. & W. and E.Q.
 05/01/2025 - Read third time. Passed. Ordered to the Senate. (Ayes 76. Noes 0. Page 1385.) 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., & W.
 03/13/2025 - From committee chair, with author's amendments: Amend, and re-refer to Com. on W. P., & W. Read second time and amended.
 02/03/2025 - Referred to Coms. on W. P., & 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

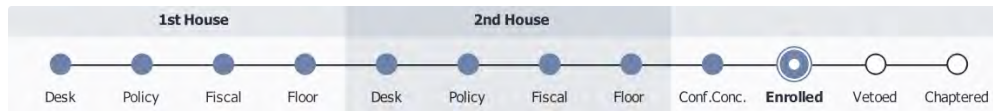
AB 339 (**Ortega, D**) **Local public employee organizations: notice requirements.**

Current Text: 09/15/2025 - Enrollment [HTML](#) [PDF](#)

Introduced: 01/28/2025

Last Amended: 08/29/2025

Status: 09/15/2025 - Enrolled and presented to the Governor at 4:30 p.m.



Location: 09/15/2025 - Assembly ENROLLED

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 45 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, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract. (Based on 09/10/2025 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)
 07/09/25 - **SEN. P.E. & R.** (Y:4 N:1 A:0) (P)
 08/18/25 - **SEN. APPR.** (Y:7 N:0 A:0) (P)
 08/29/25 - **SEN. APPR.** (Y:5 N:2 A:0) (P)
 09/04/25 - **SEN. Assembly 3rd Reading** (Y:28 N:11 A:1) (P)
 09/08/25 - **ASM. CONCURRENCE** (Y:52 N:12 A:16) (P)

Text History:

09/10/25 - Enrolled [htm](#) [pdf](#) [doc](#) [atl](#)

08/29/25 - Amended [htm pdf doc atl](#)
07/15/25 - Amended [htm pdf doc atl](#)
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:

09/15/2025 - Enrolled and presented to the Governor at 4:30 p.m.
09/08/2025 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 52. Noes 12. Page 3024.).
09/04/2025 - Read third time. Passed. Ordered to the Assembly. (Ayes 28. Noes 11.). In Assembly. Concurrence in Senate amendments pending.
09/02/2025 - Read second time. Ordered to third reading.
08/29/2025 - From committee: Amend, and do pass as amended. (Ayes 5. Noes 2.) (August 29). Read second time and amended. Ordered returned to second reading.
08/18/2025 - In committee: Referred to suspense file.
07/15/2025 - Read second time and amended. Re-referred to Com. on APPR.
07/14/2025 - From committee: Amend, and do pass as amended and re-refer to Com. on APPR. (Ayes 4. Noes 1.) (July 9).
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. Page 1899.)
05/27/2025 - Read second time. Ordered to third reading.
05/23/2025 - Assembly Rule 63 suspended. (Ayes 51. Noes 16. Page 1644.) 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

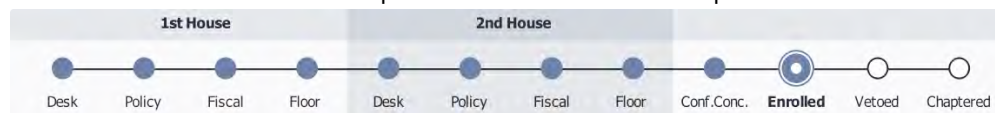
(Caloza, D) Health care coverage: portable HEPA purifiers.

Current Text: 09/16/2025 - Enrollment [HTML](#) [PDF](#)

Introduced: 02/11/2025

Last Amended: 09/03/2025

Status: 09/16/2025 - Enrolled and presented to the Governor at 2 p.m.



Location: 09/16/2025 - Assembly ENROLLED

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 residing in or displaced from 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, as specified. Because a willful violation of these provisions by a health care service plan would be a crime, this bill would impose a state-mandated local program. (Based on 09/11/2025 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)
 08/18/25 - **SEN. APPR.** (Y:7 N:0 A:0) (P)
 08/29/25 - **SEN. APPR.** (Y:5 N:0 A:2) (P)
 09/08/25 - **SEN. Assembly 3rd Reading** (Y:29 N:3 A:8) (P)
 09/09/25 - **ASM. CONCURRENCE** (Y:67 N:0 A:13) (P)

Text History:

09/11/25 - Enrolled [htm](#) [pdf](#) [doc](#) [atl](#)
 09/03/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)
 08/29/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)
 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:

09/16/2025 - Enrolled and presented to the Governor at 2 p.m.
 09/09/2025 - Senate amendments concurred in. To Engrossing and Enrolling. (Ayes 67. Noes 0. Page 3107.).
 09/08/2025 - Read third time. Urgency clause adopted. Passed. Ordered to the Assembly. (Ayes 29. Noes 3.). In Assembly. Concurrence in Senate amendments pending.
 09/04/2025 - Read second time. Ordered to third reading.
 09/03/2025 - Read third time and amended. Ordered to second reading.
 09/02/2025 - Read second time. Ordered to third reading.
 08/29/2025 - From committee: Amend, and do pass as amended. (Ayes 5. Noes 0.) (August 29). Read second time and amended. Ordered returned to second reading.
 08/18/2025 - In committee: Referred to suspense file.
 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. Page 1735.).
 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

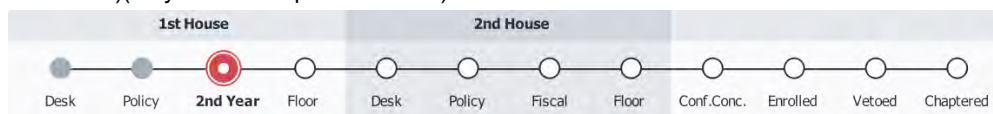
(Connolly, D) Clean Cars 4 All Program.

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

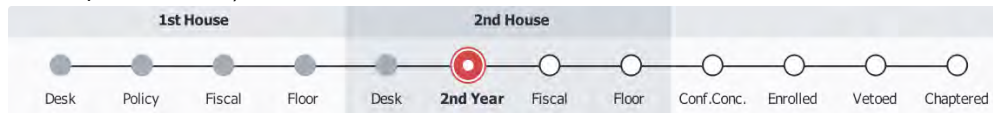
AB 907

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

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

Introduced: 02/19/2025

Status: 07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/18/2025)(May be acted upon Jan 2026)



Location: 07/17/2025 - Senate 2 YEAR

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. (Ayes 49. Noes 6. Page 2032.)
 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

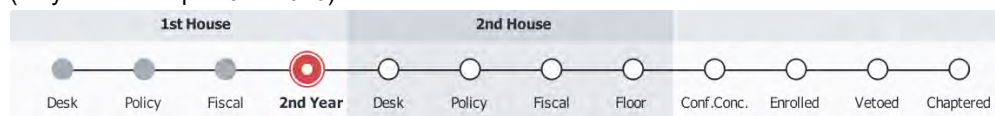
(Garcia, D) Air pollution: indirect sources.

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. Page 1644.) 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

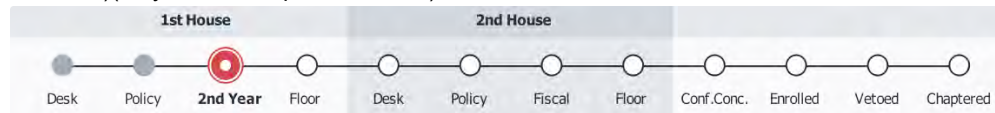
AB 1106 **(Rodriguez, Michelle, D) State Air Resources Board: regional air quality incident response program.**

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

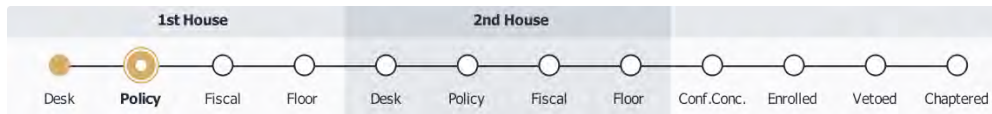
AB 1352 **(Solache, D) Community air protection programs: financial support.**

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

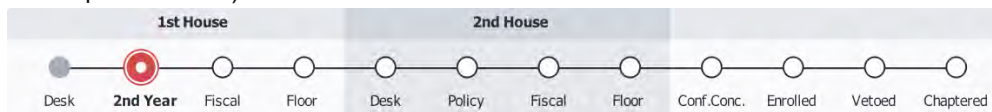
AB 1368 (Wallis, R) Smog check: exemption.

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

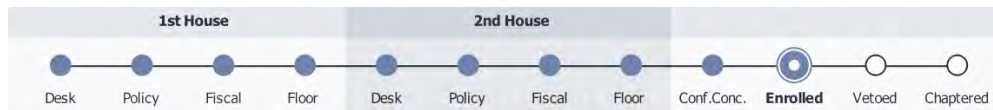
SB 34 (Richardson, D) Air pollution: South Coast Air Quality Management District: mobile sources: Ports of Long Beach and Los Angeles.

Current Text: 09/23/2025 - Enrollment [HTML](#) [PDF](#)

Introduced: 12/02/2024

Last Amended: 07/16/2025

Status: 09/23/2025 - Enrolled and presented to the Governor at 2 p.m.



Location: 09/23/2025 - Senate ENROLLED

Summary: Current law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Current law authorizes air districts to adopt and implement regulations to reduce or mitigate emissions from indirect sources of air pollution. 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 requires those rules and regulations to provide for indirect source controls under certain circumstances. In the event the board of the district takes an action to amend or adopt a rule or regulation that imposes new or additional emissions reduction requirements on sources of air pollution associated with an operation at the Ports of Long Beach and Los Angeles, 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 associated with the action and create a process by which those ports can request extensions to the timelines developed to achieve the action's targets. (Based on 09/17/2025 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)

07/14/25 - **ASM. TRANS.** (Y:14 N:0 A:2) (P)

08/29/25 - **ASM. APPR.** (Y:15 N:0 A:0) (P)

09/11/25 - **ASM. THIRD READING** (Y:59 N:0 A:21) (P)

09/12/25 - **SEN. Unfinished Business (Supplemental File 1)** (Y:30 N:0 A:10) (P)

09/12/25 - **SEN. Unfinished Business (Supplemental File 1)** (Y:35 N:0 A:5) (P)

09/12/25 - **SEN. Unfinished Business (Supplemental File 1)** (Y:30 N:0 A:10) (P)

09/13/25 - **SEN. Unfinished Business (Supplemental File 1)** (Y:30 N:0 A:10) (P)

09/13/25 - **SEN. Unfinished Business (Supplemental File 1)** (Y:35 N:0 A:5) (P)

Text History:

09/17/25 - Enrolled [htm](#) [pdf](#) [doc](#) [atl](#)

07/16/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

07/09/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

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:

09/23/2025 - Enrolled and presented to the Governor at 2 p.m.
09/13/2025 - Motion to reconsider made by Senator Richardson. Reconsideration granted. (Ayes 35. Noes 0.)
Assembly amendments concurred in. (Ayes 30. Noes 0.) Ordered to engrossing and enrolling.
09/12/2025 - In Senate. Concurrence in Assembly amendments pending. Assembly amendments concurred in.
(Ayes 30. Noes 0.) Ordered to engrossing and enrolling.
09/11/2025 - Read third time. Passed. (Ayes 59. Noes 0. Page 3315.) Ordered to the Senate.
09/02/2025 - Read second time. Ordered to third reading.
08/29/2025 - From committee: Do pass. (Ayes 15. Noes 0.) (August 29).
08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.
07/16/2025 - Read second time and amended. Re-referred to Com. on APPR.
07/15/2025 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (July 14).
07/09/2025 - Read second time and amended. Re-referred to Com. on TRANS. July 14 hearing postponed by
committee.
07/08/2025 - From committee: Do pass as amended and re-refer to Com. on TRANS. (Ayes 10. Noes 1.) (July 7).
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: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on
8/20/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Assembly 2 YEAR

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)
07/08/25 - **ASM. P. & C.P.** (Y:14 N:0 A:1) (P)
07/15/25 - **ASM. JUD.** (Y:12 N:0 A:0) (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:

08/29/2025 - August 29 hearing: Held in committee and under submission.
08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.
07/16/2025 - From committee: Do pass and re-refer to Com. on APPR. with recommendation: To consent calendar. (Ayes 12. Noes 0.) (July 15). Re-referred to Com. on APPR.
07/09/2025 - From committee: Do pass and re-refer to Com. on JUD. (Ayes 14. Noes 0.) (July 8). Re-referred to Com. on JUD.
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. Page 1281.) 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

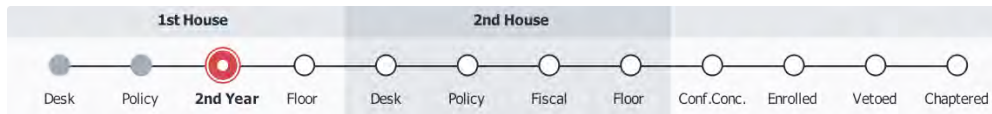
(Wiener, D) Residential heat pump systems: water heaters and HVAC: installations.

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

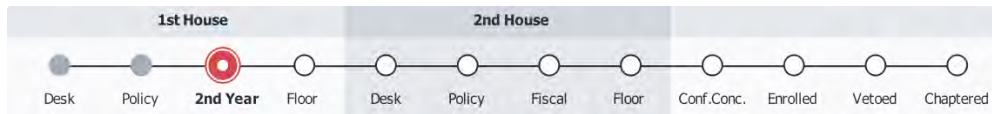
(Becker, D) Air pollution: stationary sources: best available control technology.

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: 07/16/2025 - Amended [HTML](#) [PDF](#)

Introduced: 02/21/2025

Last Amended: 07/16/2025

Status: 08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)



Location: 08/28/2025 - Assembly 2 YEAR

Summary: The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Current law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model year. Current law also exempts from specified portions of the smog test, both biennially and at transfer, a collector motor vehicle that is insured as a collector motor vehicle, is at least 35 model years old, complies with the exhaust emissions standards for that motor vehicle's class and model year as prescribed by the department, and that passes a functional inspection of the fuel cap and a visual inspection for liquid fuel leaks. This bill, known as Leno's Law, would, commencing on January 1, 2027, additionally fully exempt from the smog check requirements, both biennially and at transfer, a motor vehicle that was manufactured prior to the 1981 model year, has been assigned a special identification plate indicating that it is a historical vehicle, and is insured as a collector motor vehicle, as specified. The bill, beginning January 1, 2028, would expand this exemption by one model year, every year, for 5 years. (Based on 07/16/2025 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)

07/14/25 - **ASM. TRANS.** (Y:14 N:0 A:2) (P)

Text History:

07/16/25 - Amended [htm](#) [pdf](#) [doc](#) [atl](#)

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:

08/29/2025 - August 29 hearing: Held in committee and under submission.

08/20/2025 - August 20 set for first hearing. Placed on APPR. suspense file.

07/16/2025 - Read second time and amended. Re-referred to Com. on APPR.

07/15/2025 - From committee: Do pass as amended and re-refer to Com. on APPR. (Ayes 14. Noes 0.) (July 14).

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. Page 1520.) 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

Bill #	Author	Subject	Last Amended	Last Status - As of 10/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 61	Pacheco	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	7/10/2025	08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)	08/29/2025 - Senate 2 YEAR			Low	Climate Change
AB 399	Boerner	Coastal resources: coastal development permits: blue carbon demonstration projects.	8/29/2025	10/01/2025 - Vetoed by Governor.	10/01/2025 - Assembly VETOED			Low	Climate Change
AB 491	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
AB 513	Gonzalez	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
AB 854	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
AB 1132	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
AB 1207	Irwin	Climate change: market-based compliance mechanism: extension.	9/10/2025	09/19/2025 - Chaptered by Secretary of State - Chapter 117, Statutes of 2025	09/19/2025 - Assembly CHAPTERED			Medium	Climate Change
AB 1236	Rodriguez	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
AB 1243	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
AB 1342	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
AB 1472	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
SB 222	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
SB 285	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
SB 654	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
SB 684	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
SB 755	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
SB 840	Limón	Greenhouse gases: Greenhouse Gas Reduction Fund: studies.	9/10/2025	09/19/2025 - Chaptered by Secretary of State - Chapter 121, Statutes of 2025	09/19/2025 - Senate CHAPTERED			Low	Climate Change
AB 12	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
AB 30	Alvarez	State Air Resources Board: gasoline specifications: ethanol blends.	3/26/2025	10/02/2025 - Chaptered by Secretary of State - Chapter 247, Statutes of 2025	10/02/2025 - Assembly CHAPTERED			Low	Energy
AB 39	Zbur	General plans: Local Electrification Planning Act.	9/4/2025	10/06/2025 - Chaptered by Secretary of State - Chapter 356, Statutes of 2025	10/06/2025 - Assembly CHAPTERED			Low	Energy
AB 41	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
AB 70	Aguiar-Curry	Solid waste: organic waste: diversion: biomethane.	9/5/2025	09/23/2025 - Enrolled and presented to the Governor at 4 p.m.	09/23/2025 - Assembly ENROLLED			Low	Energy
AB 222	Bauer-Kahan	Data centers: power usage effectiveness: cost shifts.	7/7/2025	08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)	08/29/2025 - Senate 2 YEAR			Low	Energy
AB 303	Addis	Battery energy storage facilities.		04/02/2025 - In committee: Hearing postponed by committee.	03/10/2025 - Assembly U. & E.			Low	Energy
AB 305	Arambula	Energy: nuclear facilities.		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
AB 306	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
AB 368	Ward	Energy: building standards: passive house standards.	8/29/2025	10/01/2025 - Chaptered by Secretary of State - Chapter 145, Statutes of 2025	10/01/2025 - Assembly CHAPTERED			Low	Energy
AB 740	Harabedian	Virtual power plants: load shifting: integrated energy policy report.	9/4/2025	10/03/2025 - Vetoed by Governor.	10/03/2025 - Assembly VETOED			Low	Energy

Bill #	Author	Subject	Last Amended	Last Status - As of 10/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 806	Connolly	Mobilehomes: cooling systems.	8/29/2025	10/06/2025 - Chaptered by Secretary of State - Chapter 343, Statutes of 2025	10/06/2025 - Assembly CHAPTERED			Low	Energy
AB 915	Petrie-Norris	Dam safety: state supervision: exceptions.	7/17/2025	10/01/2025 - Vetoeed by Governor.	10/01/2025 - Assembly VETOED			Low	Energy
AB 1016	Gonzalez	Power facility and site certifications: thermal powerplants: geothermal resources.	6/19/2025	07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 6/4/2025)(May be acted upon Jan 2026)	07/17/2025 - Senate 2 YEAR			Low	Energy
AB 1095	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
AB 1176	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
AB 1191	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
AB 1238	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
AB 1280	Garcia	Energy.	9/5/2025	10/06/2025 - Chaptered by Secretary of State - Chapter 395, Statutes of 2025	10/06/2025 - Assembly CHAPTERED			Low	Energy
SB 2	Jones	Low-carbon fuel standard: regulations.	3/12/2025	03/19/2025 - March 19 set for first hearing. Failed passage in committee. (Ayes 3. Noes 2.) Reconsideration granted.	01/29/2025 - Senate E.Q.			Low	Energy
SB 13	Grove	Oil and gas.	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
SB 80	Caballero	Energy: Fusion Research and Development Innovation Initiative.	9/8/2025	10/03/2025 - Chaptered by Secretary of State - Chapter 334, Statutes of 2025	10/03/2025 - Senate CHAPTERED			Low	Energy
SB 282	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
SB 298	Caballero	State Energy Resources Conservation and Development Commission: seaports: plan: alternative fuels.	9/2/2025	09/22/2025 - Enrolled and presented to the Governor at 11 a.m.	09/22/2025 - Senate ENROLLED			Low	Energy
SB 327	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
SB 348	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
SB 377	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
SB 540	Becker	Independent System Operator: independent regional organization: California Renewables Portfolio Standard Program.	5/29/2025	09/09/2025 - Joint Rule 61(a)(13) suspended.	07/10/2025 - Assembly U. & E.			Low	Energy
SB 613	Stern	Methane emissions: petroleum and natural gas producing low methane emissions.	6/30/2025	10/03/2025 - Vetoeed by the Governor. In Senate. Consideration of Governor's veto pending.	10/03/2025 - Senate VETOED			Low	Energy
SB 643	Caballero	Carbon Dioxide Removal Purchase Program.	9/3/2025	09/23/2025 - Enrolled and presented to the Governor at 2 p.m.	09/23/2025 - Senate ENROLLED			Low	Energy
SB 732	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
SB 767	Richardson	Energy: transportation fuels: supply: reportable pipelines.	9/3/2025	09/23/2025 - Enrolled and presented to the Governor at 2 p.m.	09/23/2025 - Senate ENROLLED			Low	Energy
SB 787	McNerney	Energy: equitable clean energy supply chains and industrial policy in California.	9/5/2025	09/23/2025 - Enrolled and presented to the Governor at 2 p.m.	09/23/2025 - Senate ENROLLED			Low	Energy
SB 842	Stern	Energy: firm zero-carbon resources.	6/27/2025	08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)	08/28/2025 - Assembly 2 YEAR			Low	Energy
AB 91	Harabedian	State and local agencies: demographic data.	9/4/2025	10/06/2025 - Chaptered by Secretary of State - Chapter 357, Statutes of 2025	10/06/2025 - Assembly CHAPTERED			Low	General-Air District
AB 259	Rubio	Open meetings: local agencies: teleconferences.	4/21/2025	07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was JUD. on 5/14/2025)(May be acted upon Jan 2026)	07/17/2025 - Senate 2 YEAR			Low	General-Air District
AB 339	Ortega	Local public employee organizations: notice requirements.	8/29/2025	09/15/2025 - Enrolled and presented to the Governor at 4:30 p.m.	09/15/2025 - Assembly ENROLLED	Board Approval 4/2/2025	Oppose	Medium	General-Air District
AB 471	Hart	County air pollution control districts: Antelope Valley Air Quality Management District: board members: compensation.	7/17/2025	10/06/2025 - Chaptered by Secretary of State - Chapter 366, Statutes of 2025	10/06/2025 - Assembly CHAPTERED			Low	General-Air District
AB 852	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
AB 1266	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
AB 1305	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

Bill #	Author	Subject	Last Amended	Last Status - As of 10/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 1338	Solache	Metal shredding facilities: regulations.	4/3/2025	07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/4/2025)(May be acted upon Jan 2026)	07/17/2025 - Senate 2 YEAR			Low	General-Air District
SB 526	Menjivar	South Coast Air Quality Management District: air quality.	4/29/2025	07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was NAT. RES. on 6/16/2025)(May be acted upon Jan 2026)	07/17/2025 - Assembly 2 YEAR			Low	General-Air District
SB 532	Dahle	Air basins.		03/05/2025 - Referred to Com. on RLS.	02/20/2025 - Senate RLS.			Low	General-Air District
SB 827	Gonzalez	Local agency officials: training.	9/2/2025	09/17/2025 - Enrolled and presented to the Governor at 2 p.m.	09/17/2025 - Senate ENROLLED			Low	General-Air District
AB 14	Hart	Coastal resources: Protecting Blue Whales and Blue Skies Program.	8/29/2025	09/22/2025 - Enrolled and presented to the Governor at 3 p.m.	09/22/2025 - Assembly ENROLLED	Board Approval 2/5/2025	Air District Co-Sponsor	High	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 267	Macedo	Greenhouse Gas Reduction Fund: high-speed rail: water infrastructure and wildfire prevention.		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
AB 272	Aguilar-Curry	Heavy-Duty Vehicle Inspection and Maintenance Program.	3/13/2025	09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/2/2025)(May be acted upon Jan 2026)	09/11/2025 - Senate 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 273	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
AB 605	Muratsuchi	Lower Emissions Cargo Handling Equipment Pilot program.	4/10/2025	07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/18/2025)(May be acted upon Jan 2026)	07/17/2025 - Senate 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 620	Jackson	Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program: rental vehicles.		10/03/2025 - Vetoed by Governor.	10/03/2025 - Assembly VETOED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 674	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
AB 710	Irwin	Theft of a gift card.	3/18/2025	09/12/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/10/2025)(May be acted upon Jan 2026)	09/12/2025 - Assembly 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 745	Irwin	Electricity: climate credits.	5/30/2025	09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/10/2025)(May be acted upon Jan 2026)	09/11/2025 - Senate 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 819	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
AB 855	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
AB 1023	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
AB 1039	Hart	State-funded assistance grants and contracts: advance payments.	6/18/2025	08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 7/8/2025)(May be acted upon Jan 2026)	08/28/2025 - Senate 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 1106	Rodriguez	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
AB 1111	Soria	Pupil transportation: schoolbuses: zero-emission vehicles: scrapping.	7/22/2025	08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)	08/29/2025 - Senate 2 YEAR			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
AB 1174	Alanis	Clean Transportation Program: eligible programs and projects: electric vehicle charging stations: vandalism deterrence.		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
AB 1368	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
AB 1423	Irwin	Transportation electrification: electric vehicle charging stations: payment methods.	9/3/2025	10/01/2025 - Chaptered by Secretary of State - Chapter 192, Statutes of 2025	10/01/2025 - Assembly CHAPTERED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 30	Cortese	Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	7/16/2025	09/17/2025 - Enrolled and presented to the Governor at 2 p.m.	09/17/2025 - Senate ENROLLED			Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 34	Richardson	Air pollution: South Coast Air Quality Management District: mobile sources: Ports of Long Beach and Los Angeles.	7/16/2025	09/23/2025 - Enrolled and presented to the Governor at 2 p.m.	09/23/2025 - Senate ENROLLED	Board Approval 7/2/2025	Oppose	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 94	Strickland	Transportation funding: Greenhouse Gas Reduction Fund: Motor Vehicle Fuel Account.	3/26/2025	04/23/2025 - 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
SB 352	Reyes	Environmental justice: Department of Justice: Bureau of Environmental Justice: community air monitoring.	9/10/2025	09/19/2025 - Chaptered by Secretary of State - Chapter 120, Statutes of 2025	09/19/2025 - Senate CHAPTERED			Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 533	Richardson	Electric vehicle charging stations: arenas: payments: internet-based applications.	9/3/2025	09/22/2025 - Enrolled and presented to the Governor at 2 p.m.	09/22/2025 - Senate ENROLLED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 647	Hurtado	Energy: Equitable Building Decarbonization Program: Low-Income Oversight Board: membership.	9/2/2025	10/03/2025 - Vetoed by the Governor. In Senate. Consideration of Governor's veto pending.	10/03/2025 - Senate VETOED			Low	GGRF, Incentive Programs, Mobile Source, Cap and Trade
SB 712	Grove	Smog check: motor vehicles: exemption.	7/16/2025	08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)	08/28/2025 - Assembly 2 YEAR	Board Approval 4/2/2025	Oppose	Medium	GGRF, Incentive Programs, Mobile Source, Cap and Trade

Bill #	Author	Subject	Last Amended	Last Status - As of 10/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
SB 752	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
AB 28	Schiavo	Solid waste landfills: subsurface temperatures.	9/3/2025	09/11/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/8/2025)(May be acted upon Jan 2026)	09/11/2025 - Senate 2 YEAR			Low	Other
AB 34	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
AB 40	Bryan	Redistricting: congressional districts.	8/21/2025	09/13/2025 - Ordered to inactive file at the request of Senator Grayson.	09/13/2025 - Senate INACTIVE FILE			Low	Other
AB 93	Papan	Water resources: data centers.	9/5/2025	09/23/2025 - Enrolled and presented to the Governor at 4 p.m.	09/23/2025 - Assembly ENROLLED			Low	Other
AB 100	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
AB 101	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
AB 102	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
AB 103	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
AB 105	Gabriel	Budget Acts of 2021, 2023, 2024, and 2025.	9/8/2025	09/13/2025 - Ordered to inactive file at the request of Senator Grayson.	09/13/2025 - Senate INACTIVE FILE			Medium	Other
AB 127	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
AB 130	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
AB 137	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
AB 227	Gabriel	Budget Act of 2025.		02/03/2025 - Referred to Com. on BUDGET.	02/03/2025 - Assembly BUDGET			Low	Other
AB 407	Jackson	California Pollution Control Financing Authority.	5/5/2025	05/23/2025 - In committee: Held under submission.	05/14/2025 - Assembly APPR. SUSPENSE FILE			Low	Other
AB 411	Papan	Livestock carcasses: disposal: composting.	7/17/2025	09/16/2025 - Enrolled and presented to the Governor at 2 p.m.	09/16/2025 - Assembly ENROLLED			Low	Other
AB 436	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
AB 465	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
AB 555	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
AB 604	Aguar-Curry	Redistricting: congressional districts.	8/18/2025	08/21/2025 - Chaptered by Secretary of State - Chapter 96, Statutes of 2025	08/21/2025 - Assembly CHAPTERED			Low	Other
AB 643	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
AB 652	Alvarez	San Diego County Air Pollution Control District: governing board: alternate members.	7/17/2025	10/01/2025 - Chaptered by Secretary of State - Chapter 160, Statutes of 2025	10/01/2025 - Assembly CHAPTERED			Low	Other
AB 663	McKinnor	Hydrofluorocarbon gases: sale and distribution prohibition: exemptions.	7/14/2025	10/01/2025 - Chaptered by Secretary of State - Chapter 161, Statutes of 2025	10/01/2025 - Assembly CHAPTERED			Low	Other
AB 832	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
AB 856	Chen	Sales and Use Tax: exemptions: manufacturing.		04/07/2025 - In committee: Set, first hearing. Hearing canceled at the request of author.	03/13/2025 - Assembly REV. & TAX			Low	Other
AB 881	Petrie-Norris	Public resources: transportation of carbon dioxide.	8/28/2025	09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/8/2025)(May be acted upon Jan 2026)	09/11/2025 - Assembly 2 YEAR			Low	Other
AB 907	Chen	State Air Resources Board: board members: compensation.		07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/18/2025)(May be acted upon Jan 2026)	07/17/2025 - Senate 2 YEAR	Board Approval 2/5/2025	Support	Medium	Other
AB 914	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
AB 921	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
AB 1058	Gonzalez	Motor Vehicle Fuel Tax Law: suspension of tax.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Other
AB 1268	Macedo	Motor Vehicle Fuel Tax Law: adjustment suspension.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Other

Bill #	Author	Subject	Last Amended	Last Status - As of 10/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
AB 1295	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
ACA 8	Rivas	Congressional redistricting.	8/21/2025	08/21/2025 - Chaptered by Secretary of State - Chapter 156, Statutes of 2025	08/21/2025 - Assembly CHAPTERED			Low	Other
SB 58	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
SB 65	Wiener	Budget Act of 2025.		01/13/2025 - Read first time.	01/10/2025 - Senate BUDGET & F.R.			Low	Other
SB 90	Seyarto	Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024: grants: improvements to public evacuation routes: mobile rigid water storage: electrical generators.	3/12/2025	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
SB 100	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
SB 101	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
SB 102	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
SB 103	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
SB 105	Wiener	Budget Acts of 2021, 2023, 2024, and 2025.	9/8/2025	09/17/2025 - Chaptered by Secretary of State - Chapter 104, Statutes of 2025	09/17/2025 - Senate CHAPTERED			Medium	Other
SB 127	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
SB 130	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
SB 137	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
SB 227	Grayson	Green Empowerment Zone for the Northern Waterfront area of the County of Contra Costa.	6/30/2025	10/01/2025 - Chaptered by Secretary of State - Chapter 213, Statutes of 2025	10/01/2025 - Senate CHAPTERED			Low	Other
SB 231	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
SB 237	Grayson	Oil spill prevention: gasoline specifications: suspension: California Environmental Quality Act: exemptions: County of Kern: transportation fuels assessment: coastal resources.	9/10/2025	09/19/2025 - Chaptered by Secretary of State - Chapter 118, Statutes of 2025	09/19/2025 - Senate CHAPTERED			Medium	Other
SB 239	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
SB 279	McNerney	Solid waste: compostable materials.	9/2/2025	09/16/2025 - Enrolled and presented to the Governor at 3 p.m.	09/16/2025 - Senate ENROLLED			Low	Other
SB 280	Cervantes	Elections.	8/18/2025	08/21/2025 - Chaptered by Secretary of State - Chapter 97, Statutes of 2025	08/21/2025 - Senate CHAPTERED			Low	Other
SB 302	Padilla	Personal Income Tax Law and Corporation Tax Law: exclusions: environmental credits.	7/17/2025	10/01/2025 - Chaptered by Secretary of State - Chapter 215, Statutes of 2025	10/01/2025 - Senate CHAPTERED			Low	Other
SB 314	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
SB 318	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
SB 404	Caballero	Hazardous materials: metal shredding facilities.	9/4/2025	09/23/2025 - Enrolled and presented to the Governor at 2 p.m.	09/23/2025 - Senate ENROLLED			Medium	Other
SB 424	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
SB 441	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
SB 474	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
SB 496	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
SB 541	Becker	Electricity: load shifting.	9/5/2025	10/03/2025 - Vetoes by the Governor. In Senate. Consideration of Governor's veto pending.	10/03/2025 - Senate VETOED			Low	Other
SB 607	Wiener	California Science and Health Research Bond Act.	9/12/2025	09/13/2025 - Re-referred to Com. on RLS.	09/13/2025 - Senate RLS.			Low	Other
SB 703	Richardson	Ports: truck drivers.	9/2/2025	09/23/2025 - Enrolled and presented to the Governor at 2 p.m.	09/23/2025 - Senate ENROLLED			Low	Other
SB 707	Durazo	Open meetings: meeting and teleconference requirements.	9/5/2025	10/03/2025 - Chaptered by Secretary of State - Chapter 327, Statutes of 2025	10/03/2025 - Senate CHAPTERED			Low	Other

Bill #	Author	Subject	Last Amended	Last Status - As of 10/9/2025	Location	Notes	Position	Priority (Low/Medium/High)	Category
SB 816	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
SB 826	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
SR 66	McGuire	Relative to the election of the President pro Tempore of the Senate.		09/13/2025 - Introduced. Held at desk. Ordered to special consent calendar. Read. Adopted. (Ayes 37. Noes 0.)	09/13/2025 - Senate ADOPTED			Low	Other
AB 35	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
AB 735	Carrillo	Planning and zoning: logistics use developments: truck routes.	9/9/2025	09/13/2025 - Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/13/2025)(May be acted upon Jan 2026)	09/13/2025 - Senate 2 YEAR			Low	Transportation
AB 839	Rubio	California Environmental Quality Act: expedited judicial review: sustainable aviation fuel projects.	6/24/2025	07/17/2025 - Failed Deadline pursuant to Rule 61(a)(10). (Last location was E.Q. on 6/4/2025)(May be acted upon Jan 2026)	07/17/2025 - Senate 2 YEAR			Low	Transportation
AB 939	Schultz	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.		03/10/2025 - Referred to Com. on TRANS.	03/10/2025 - Assembly TRANS.			Low	Transportation
SB 63	Wiener	San Francisco Bay area: local revenue measure: public transit funding.	9/9/2025	09/23/2025 - Enrolled and presented to the Governor at 2 p.m.	09/23/2025 - Senate ENROLLED			Low	Transportation
SB 71	Wiener	California Environmental Quality Act: exemptions: transit projects.	9/2/2025	09/17/2025 - Enrolled and presented to the Governor at 2 p.m.	09/17/2025 - Senate ENROLLED			Low	Transportation
SB 415	Reyes	Planning and zoning: logistics use developments: truck routes.	9/9/2025	10/03/2025 - Chaptered by Secretary of State - Chapter 316. Statutes of 2025	10/03/2025 - Senate CHAPTERED			Low	Transportation
SB 445	Wiener	High-speed rail: third-party agreements, permits, and approvals: regulations.	7/17/2025	08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)	08/28/2025 - Assembly 2 YEAR			Low	Transportation
SB 545	Cortese	High-speed rail: economic opportunities.	6/27/2025	08/28/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/20/2025)(May be acted upon Jan 2026)	08/28/2025 - Assembly 2 YEAR			Low	Transportation
AB 241	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
AB 546	Caloza	Health care coverage: portable HEPA purifiers.	9/3/2025	09/16/2025 - Enrolled and presented to the Governor at 2 p.m.	09/16/2025 - Assembly ENROLLED	Board Approval 3/5/2025	Support	Medium	Wildfire/Smoke/PSPS
AB 1003	Calderon	Public health: emergency plans and wildfire research.	8/20/2025	09/11/2025 - Enrolled and presented to the Governor at 4 p.m.	09/11/2025 - Assembly ENROLLED			Low	Wildfire/Smoke/PSPS
AB 1226	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
AB 1227	Ellis	Wildfire safety: fuels reduction projects.	7/17/2025	08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/25/2025)(May be acted upon Jan 2026)	08/25/2025 - Senate 2 YEAR			Low	Wildfire/Smoke/PSPS
AB 1352	Solache	Community air protection programs: financial support.	3/24/2025	03/25/2025 - Re-referred to Com. on NAT. RES.	03/24/2025 - Assembly NAT. RES.	Board Approval 5/7/2025	Support	Medium	Wildfire/Smoke/PSPS
AB 1456	Bryan	California Environmental Quality Act: California Vegetation Treatment Program.	7/18/2025	08/29/2025 - Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. SUSPENSE FILE on 8/18/2025)(May be acted upon Jan 2026)	08/29/2025 - Senate 2 YEAR			Low	Wildfire/Smoke/PSPS
SB 88	Caballero	Air resources: carbon emissions: biomass.	9/2/2025	10/03/2025 - Vetoes by the Governor. In Senate. Consideration of Governor's veto pending.	10/03/2025 - Senate VETOED			Low	Wildfire/Smoke/PSPS
SB 223	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
SB 653	Cortese	Wildfire prevention: environmentally sensitive vegetation management.	6/25/2025	09/16/2025 - Enrolled and presented to the Governor at 3 p.m.	09/16/2025 - Senate ENROLLED			Low	Wildfire/Smoke/PSPS
Total Active Bills		171						Low: 145 Medium: 24 High: 2	



State and Federal Legislative Updates

Policy, Grants, and Technology Committee

October 15, 2025

Alan Abbs

Legislative Officer

Legislative and Government Affairs

Presentation Outline

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

III. Federal Legislative Update

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

State Legislative Update

Co-Sponsored Bill

AB 14 (Hart)

Coastal resources: Protecting Blue Whales and Blue Skies Program

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

Status: On the Governor's Desk

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

State Legislative Update

Board-Approved- Position Bills

AB 339 (Ortega)

Local public employee organizations: notice requirements

This bill would require the governing body of a public agency, and boards and commissions designated by law or by the governing body of a public agency, to give the recognized employee organization no less than 45 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, subject to certain exceptions. The bill would require the notice to include specified information, including the anticipated duration of the contract.

Status: On the Governor's Desk

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

AB 546 (Caloza)

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

This bill requires a large group health plan contract or group health insurance policy, to cover one portable HEPA purifier (up to \$500) for emergency declarations after January 1, 2025 for enrollees or insureds who are pregnant or diagnosed with asthma or chronic obstructive pulmonary disease, residing in or displaced from a county where a local or state emergency has been declared due to wildfires and the HEPA purifier is prescribed by a health care provider.

Status: On the Governor's Desk

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

SB 34 (Richardson)

Air pollution: South Coast Air Quality Management District (South Coast AQMD): mobile sources: Ports of Long Beach and Los Angeles

Imposes specified conditions and limits on actions by the South Coast AQMD to impose new or additional emissions reduction requirements on sources of air pollution associated with operation of the Ports of Long Beach and Los Angeles until 2031.

Status: On the Governor's Desk

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

Additional Bills of Interest

AB 1207 (Irwin, et al.)

Climate change: market-based compliance mechanism: extension

Extends the Cap-and-Trade Program, hereafter to be known as the Cap-and-Invest Program, to 2046.

Status: Signed by the Governor on September 19, 2025

Chapter 117, Statutes of 2025

SB 105 (Wiener)

Budget Bill Jr.

Among other things, includes \$100 million in funding for the Community Air Protection Program (AB 617 Program) and \$25 million in funding for Clean Cars 4 All for the Fiscal Year 2025-2026.

Status: Signed by the Governor on September 17, 2025

Chapter 104, Statutes of 2025

SB 840 (Limón, et al.)

Greenhouse gases: Greenhouse Gas Reduction Fund: studies

Continuous appropriations from the Greenhouse Gas Reduction Fund – including \$250 million for AB 617 Program funding – beginning in the 2026-2027 Fiscal Year.

Status: Signed by the Governor on September 19, 2025

Chapter 121, Statutes of 2025

State Budget Update

FY 2025-26

State Budget Update

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.

Federal Legislative Update

Federal Legislative Update

Air District staff will also provide the Committee with a verbal update on recent events of significance on the federal level.

Questions & Discussion

For more information:

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