



State Legislative Updates

Policy, Grants, and Technology Committee

March 19, 2025

Alan Abbs

Legislative Officer

Legislative and Government Affairs

Action Requested

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


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

Presentation Outline

State Legislation

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

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



Air District Co-Sponsored Bills

AB 14 (Hart)

Coastal resources: Protecting Blue Whales and Blue Skies Program

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

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

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

SB 282 (Wiener)

The Heat Pump Access Act

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

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

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



Board-Approved Position Bills

AB 546 (Caloza)

Health care coverage: portable HEPA purifiers and filters

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

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

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

AB 907 (Chen)

State Air Resources Board: board members: compensation

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

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

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

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



Additional Bill(s) of Interest

AB 339 (Ortega)

Local public employee organizations: notice requirements

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

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

Staff Recommendation: Oppose

AB 1226 (Essayli)

Air quality: wildland vegetation management burning: permits: exemption

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

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

Staff Recommendation: Oppose

AB 1368 (Wallis)

Smog check: exemption

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

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

Staff Recommendation: Oppose

SB 712 (Grove)

Smog check: exemption

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

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

Staff Recommendation: Oppose

Additional Bills for Brief Discussion

Including, but not limited to the following bills:

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

Additional Bills for Brief Discussion (cont.)

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

Additional Bills for Brief Discussion (cont.)

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

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

Recap: Action Requested

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Questions?

For more information:

Alan Abbs, Legislative Officer | aabbs@baaqmd.gov



Update on Interstate 580 Truck Access Study

Policy, Grants, and Technology Committee

March 19, 2025

Cameron Oakes, Deputy District Director
Caltrans Bay Area

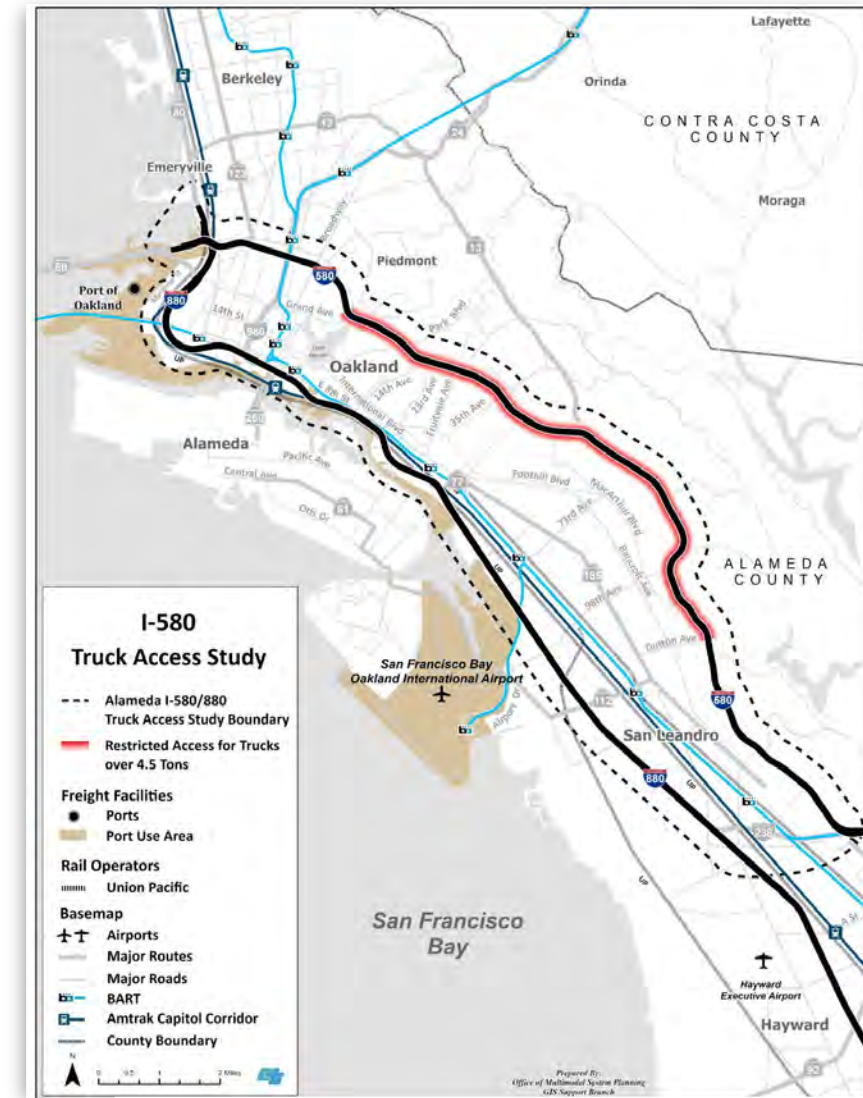
Song Bai, Division Director
Assessment, Inventory, and Modeling, Bay Area Air District

Presentation Outline

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

I-580 Truck Ban History

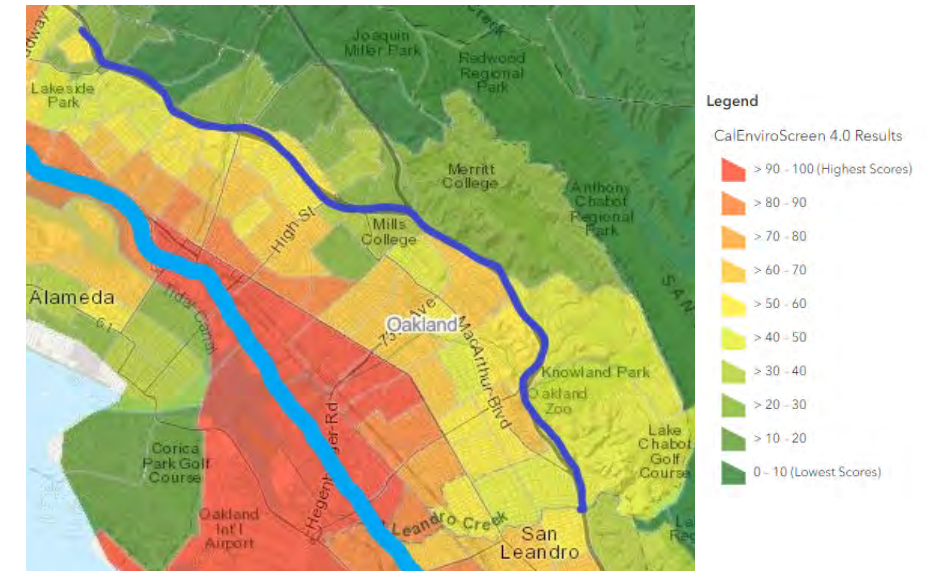
- Only freeway truck ban in the Bay Area not required by structural issues
- Originally implemented along MacArthur Boulevard in Oakland in the 1950's
- Approved when I-580 freeway was constructed in the early 1960's
- Assembly Bill introduced by California Legislature and approved by the Governor in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



Source: Caltrans

I-580 Truck Ban Creates Inequity

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



Source: Caltrans

Update of I-580 Truck Access Study

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

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

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

Source: Caltrans

Technical Analysis and Forecasting

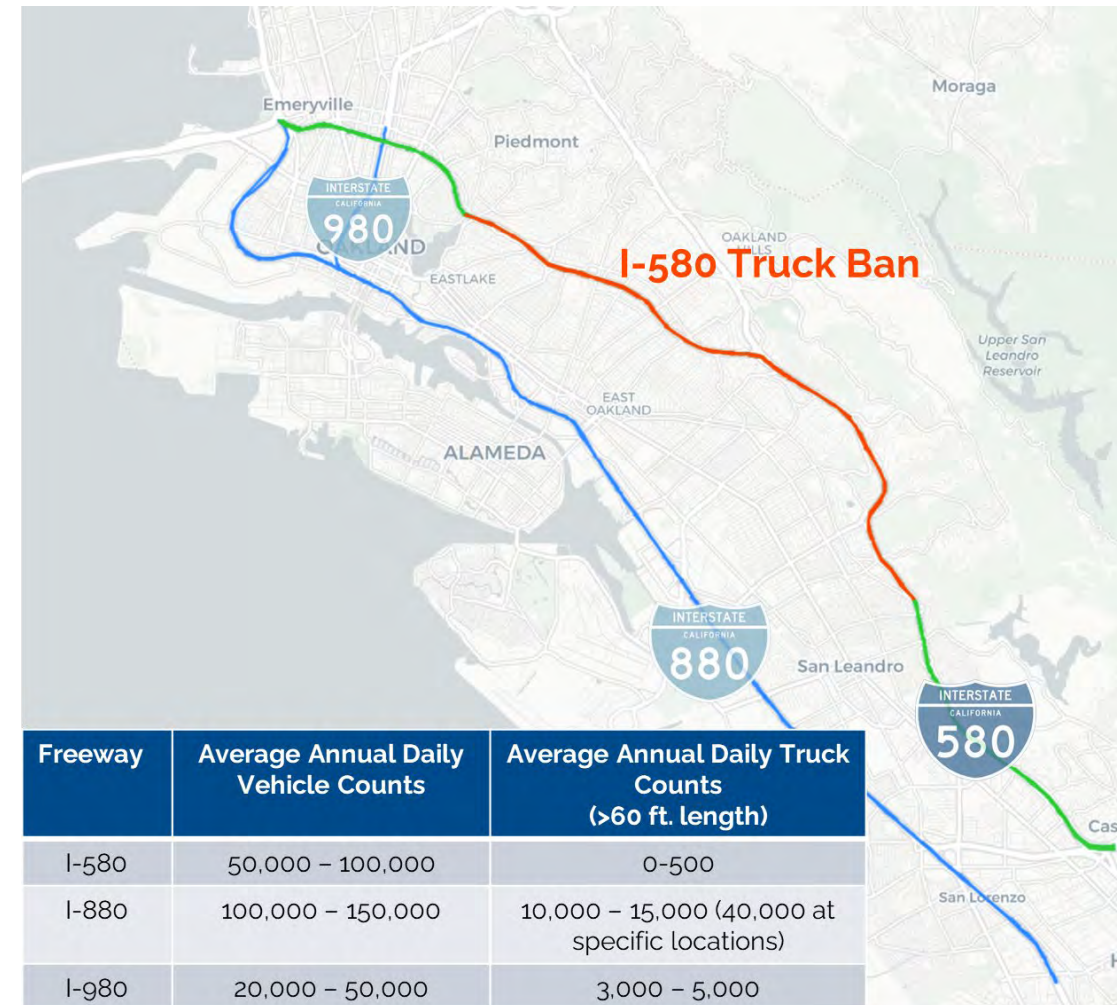
- Freight Technical Memos
 - Existing Conditions – how system performs today
 - Future Conditions – how system will perform in the future with and without the truck ban
 - Recommended Strategies
- Health Study Assessment
 - Air Pollution Assessment, to be completed by Air District
 - Noise Impact Estimate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



Source: Caltrans

Air District's Work Progress

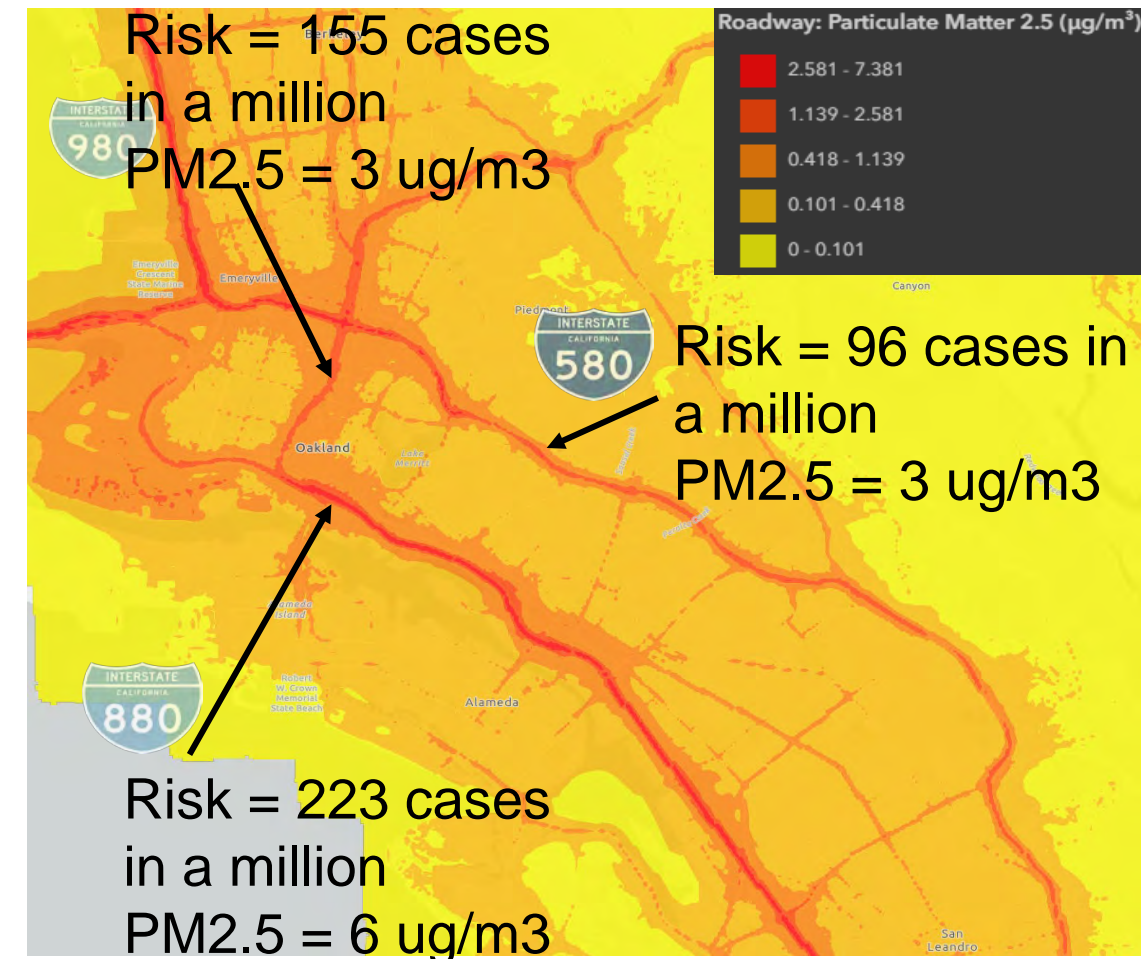
- Understand existing conditions
 - I-580 sees minimal truck traffic due to the ban
 - I-880 has an average daily truck traffic that accounts for approximately 10% of its total daily vehicle traffic
- Assess future conditions
 - Estimates from traffic studies
 - Growth and distribution assumptions



Source: Bay Area Air District

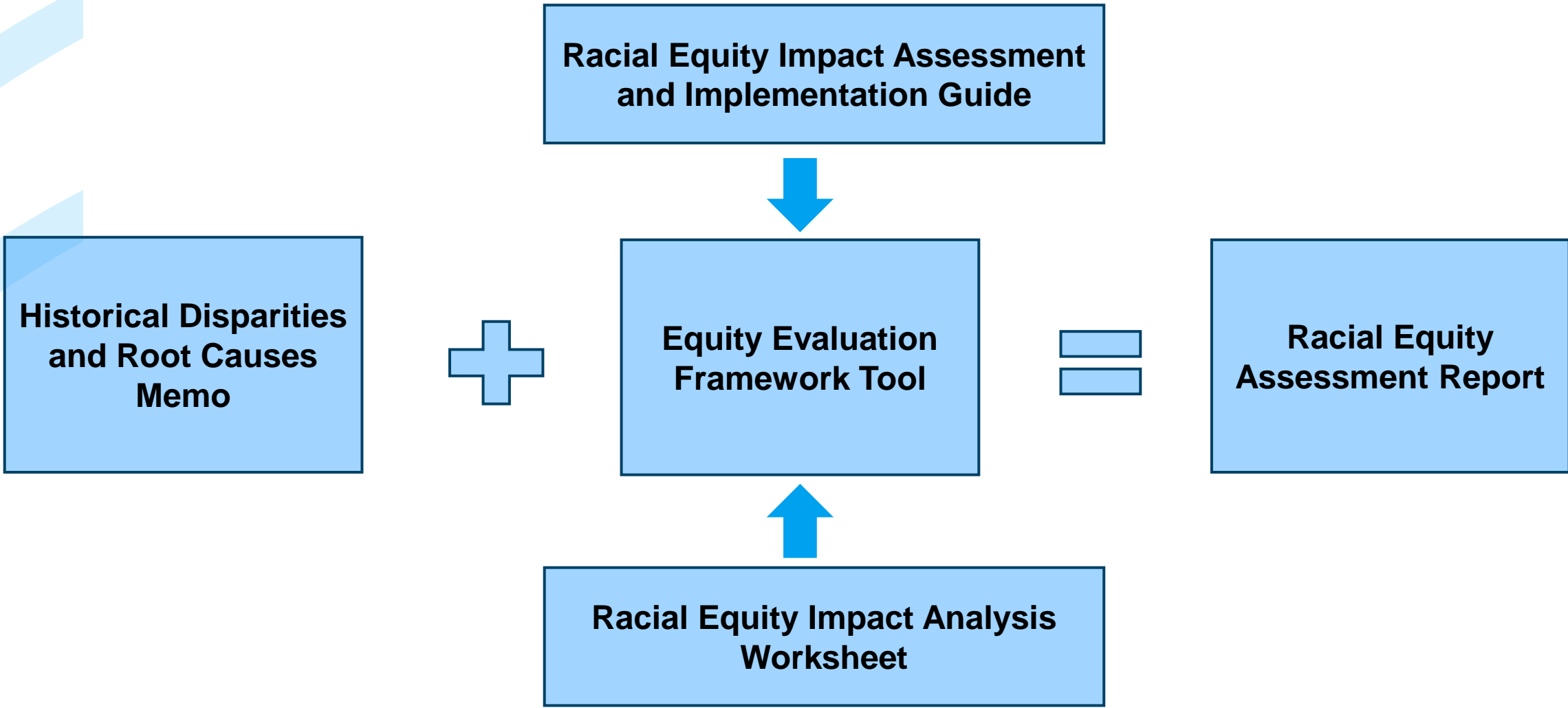
Air District's Work Progress

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



Source: Bay Area Air District

Racial Equity Assessment Report



Public and Stakeholder Engagement

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



Source: West Oakland Community Action Plan

Study Partners and TAC



Study Timeline and Schedule

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

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

Source: Caltrans

Next Steps

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

Questions?

For more information:

Caltrans Bay Area:

Kelsey Rodriguez

kelsey.rodriquez@dot.ca.gov

Cameron Oakes

cameron.oakes@dot.ca.gov

Air District:

Song Bai

sbai@baaqmd.gov

Stay Updated



Source: Caltrans

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





Update on the Bay Area Regional Climate Action Plan Initiative

Policy, Grants, and Technology Committee

March 19, 2025

Monte DiPalma

Senior Air Quality Engineer

Planning and Climate Protection Division



Presentation Outline

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

BARCAP Initiative



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

Key deliverables include:

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

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

Goals of the BARCAP Initiative

GOAL 1

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

GOAL 2

Create a healthier breathing environment and provide benefits to frontline communities

GOAL 3

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

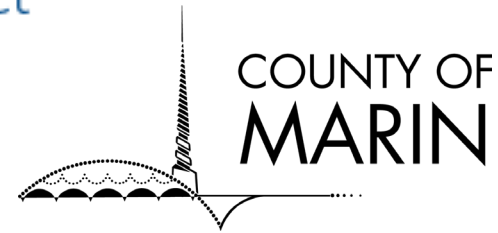
GOAL 4

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

Advisory Work Group for BARCAP



City of
Oakland

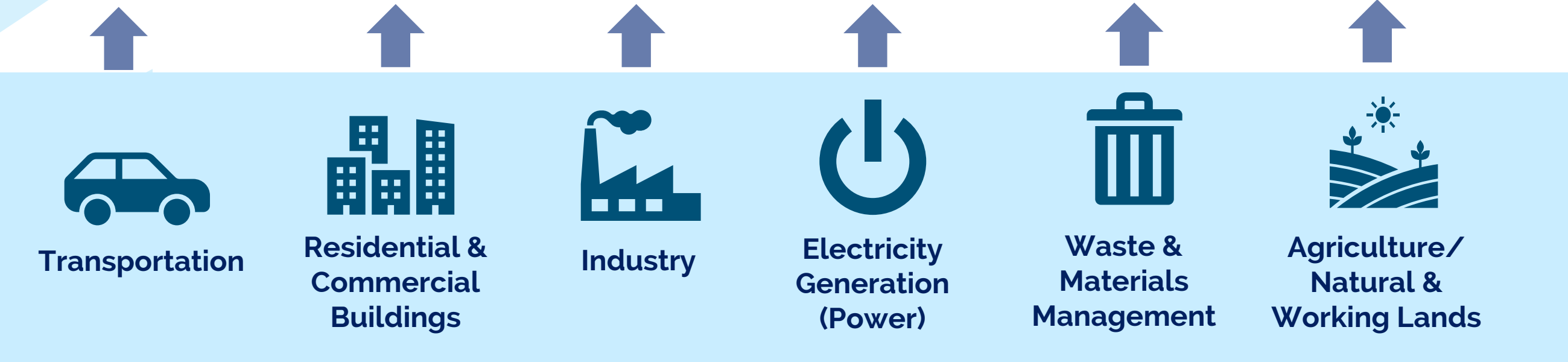


Plan Development & Engagement

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

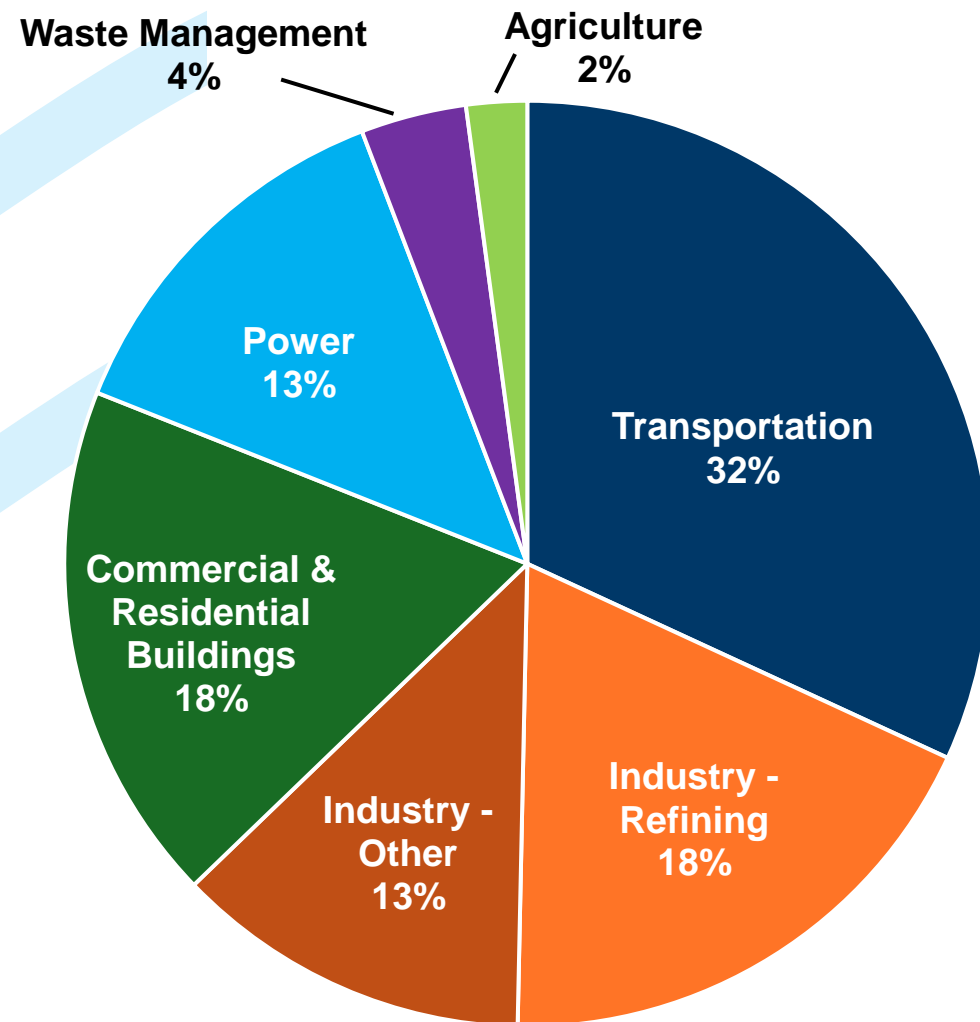
Bay Area's Greenhouse Gas Emissions

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



These sources also remove GHGs from atmosphere and are called sinks

Draft GHG Inventory – BARCAP Region



DRAFT 2022 greenhouse gas inventory for the BARCAP region
Total of 54 million metric tons carbon dioxide equivalents (MMTCO_{2e})



How we move (32%):

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

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

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

How we power our economy (13%)

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

What we throw away (4%)

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

Transportation

Initial Measure Concepts:

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

Residential & Commercial Buildings

Initial Measure Concepts:

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

Electricity Generation (Power)

Initial Measure Concepts:

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

Waste & Materials Management

Initial Measure Concepts:

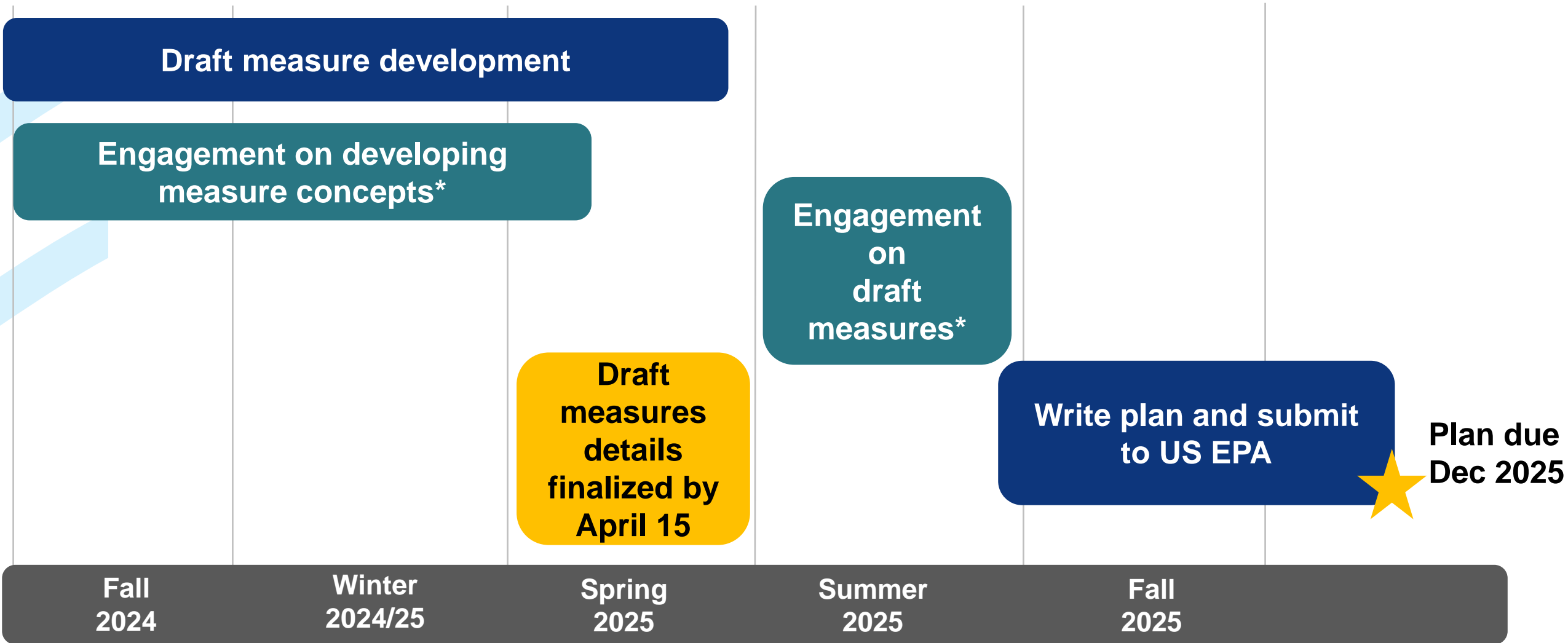
- Reduce landfilled food and yard waste through recovery of edible food, and composting of non-edible organic waste
- Support adoption of reused and other low-carbon building materials
- Support adequate capacity for mandated organic waste diversion

Agriculture/Natural & Working Lands

Initial Measure Concepts:

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

BARCAP Next Steps



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

Questions?

For more information:

Planning and Climate Protection Division: planning@baaqmd.gov



2024 Annual Report Heavy-Duty Equipment Grants

Policy, Grants, and Technology Committee

March 19, 2025

Alona Davis, Manager

Adriana Kolev, Senior Staff Specialist

Strategic Incentives Division

Background – Heavy Duty Equipment Grants

Funding projects that reduce toxic air pollutants from mobile sources
Including: Nitrogen Oxides (NO_x), Reactive Organic Gases (ROG), Particulate Matter (PM₁₀)



Background - Primary Funding Sources



California Air Resources Board (CARB)

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



Department of Motor Vehicles (DMV) Surcharge

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



Volkswagen Environmental Mitigation Trust (VW Trust)

Logos from respective websites

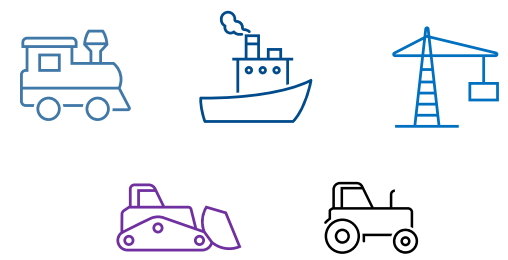
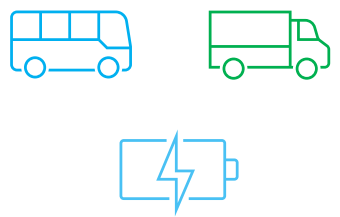
Background – Project Types

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



Background – Cost-Effectiveness

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

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

Background – Priority Areas

Focus on areas disproportionately affected by environmental pollution

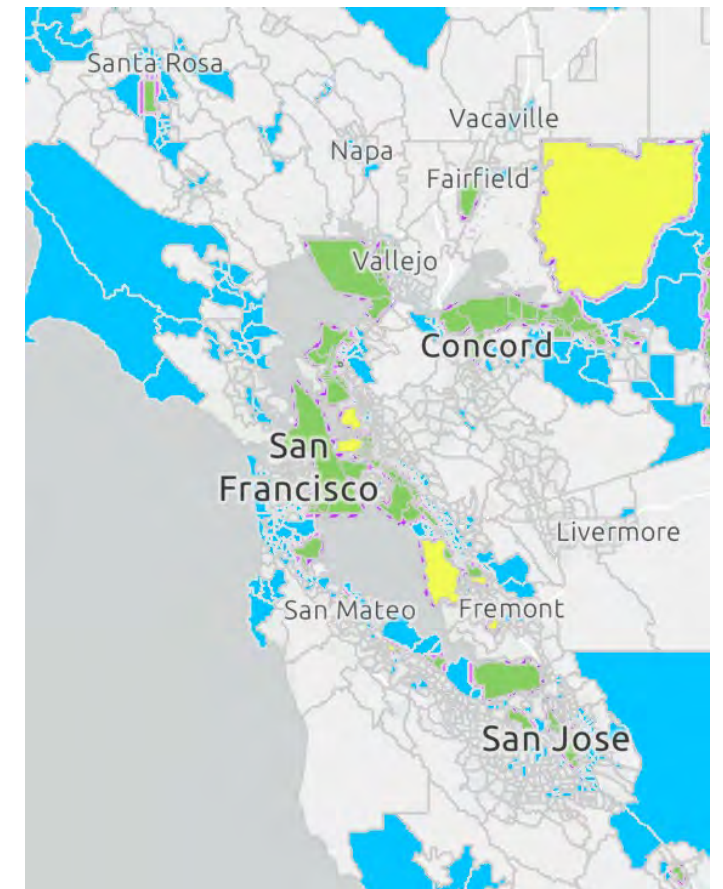


Assembly Bill (AB) 617 communities

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

California Climate Investments

- Disadvantaged Communities
- Low-Income Communities



Source: California Climate Investments

Background - Strategic Plan

Reimagining Funding (1.4)

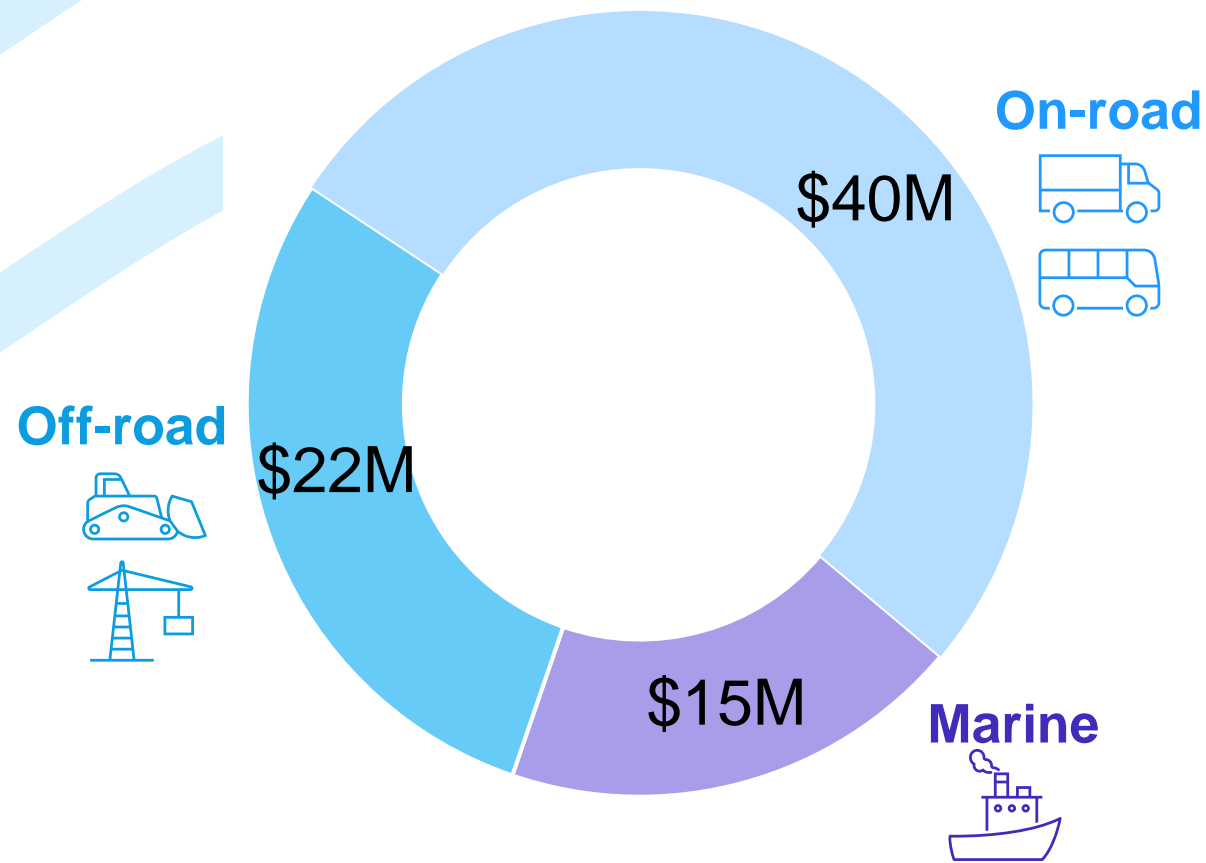
- Evaluate opportunities to minimize application barriers
- Collaborate with communities to explore innovative project ideas, additional funding sources with expanded flexibility, and improvements to grant implementation
- Develop new programs informed by community input
- Adjust strategy as needed following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

Ensuring Success (4.0)

- Develop resources and capacity to honor our commitments

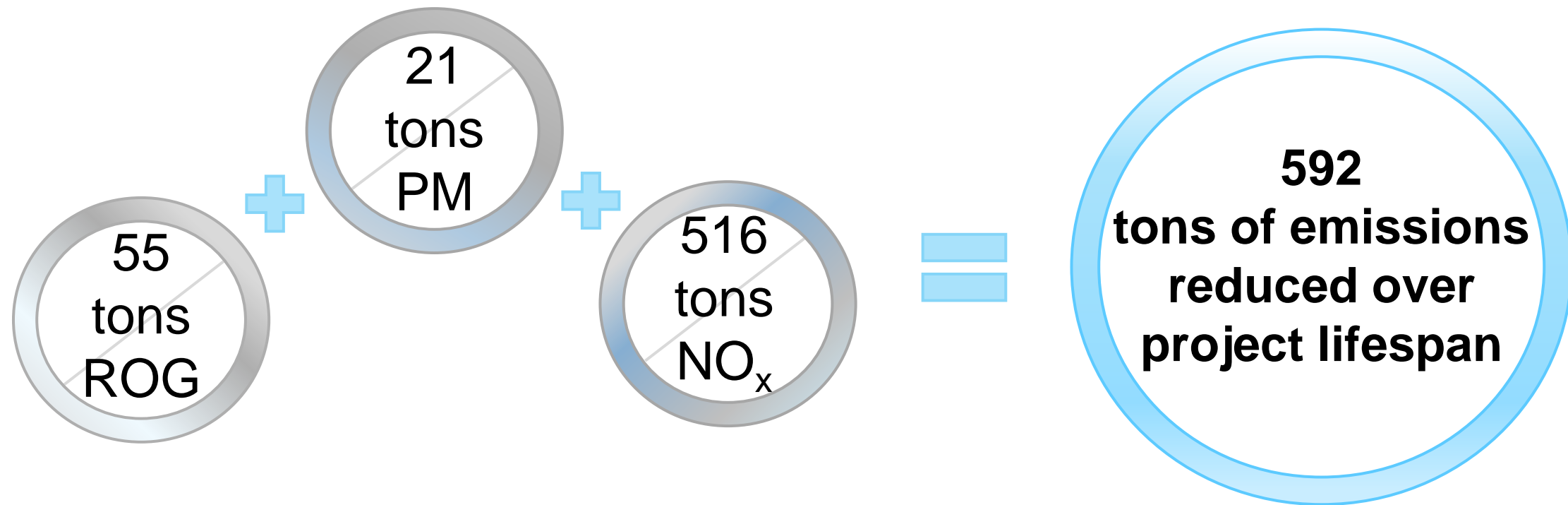
2024 Project Summary – Contracted Projects

\$77 Million (M) Contracted to 124 Projects



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

2024 Projects Summary – Emissions Reduced



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

Emission reductions are based on California Air Resources Board approved calculations

2024 Highlight – Greatest Emissions Reduced



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

225 tons of emissions reduced

2024 Highlight – Greatest Emissions Reduced



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

61 tons of emissions reduced

2024 Highlight – Most Cost-Effective



\$12 million
to 83 Agricultural Projects

150 units to be replaced
to cleaner standards

No regulations requiring
upgrades & highly polluting

Protects farm workers from
harmful diesel PM

Significant health benefits to
residents region-wide



2024 Highlight – ZE Funding

\$49 million to 37 ZE projects

113 units to be replaced with ZE

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

302 Chargers and Stations to be installed including Marine Shore Power



2024 Highlight – Priority Communities



\$58 million benefitting Priority Communities

\$27 million to AB 617 communities

109 units replaced to cleaner

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

204 Chargers and Stations
including Marine Shore Power

2024 Program Summary


Cyclical Program

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

Strategic Plan – Improving Grant Implementation

Reimagined Programs

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

 BAY AREA AIR QUALITY MANAGEMENT DISTRICT

Emissions Reduction Incentive Program

2024-2025 Geographic Eligibility Form

Funding for this cycle is only available for eligible projects where emission reductions benefit the Air District's most impacted communities, as defined below.

Applicants must complete **Page 1** of this form and submit it with their [application](#). Please see page 2 for additional instructions. Provided information will be verified by Air District staff.

Form:

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

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

OR

- Owned and operated by a public agency, and going to zero or near-zero emission technology

- **A school bus or transit bus:**
- Domiciled in,
- With at least one stop in, West Oakland, East Oakland, Richmond-San Pablo, or Bayview-Hunters Point/Southeast San Francisco OR other areas in the Bay Area designated as disadvantaged or low-income communities
- **Off-road equipment:**
- (non-agricultural) operating at least 30% in West Oakland, East Oakland, Richmond-San Pablo, or Bayview-Hunters Point/Southeast San Francisco OR other areas in the Bay Area designated as disadvantaged or low-income communities
- Agricultural equipment

Strategic Plan – New Programs & Tools



Developing Programs Informed by Community Input

Upcoming e-lawn & garden program



Minimizing Application Barriers

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

Ensuring Success

Developing an updated grants management system

Questions?

For more information:

Alona Davis

Manager, Strategic Incentives Division

adavis@baaqmd.gov



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

Policy, Grants, and Technology Committee

March 19, 2025

Alan Abbs

Legislative Officer

Legislative and Government Affairs

CARB Clean Air Act Waivers and Authorizations

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

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

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

What is the Congressional Review Act (CRA)?

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

How does the CRA Work?

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

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

How does the CRA Work?

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

How does the CRA Work? (cont.)

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

Proposed Congressional Disapprovals (US EPA)

Congressional disapproval relating to:

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

Proposed Congressional Disapprovals (US EPA) (cont.)

Congressional disapproval relating to:

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

Proposed Congressional Disapprovals (US EPA) (cont.)

Congressional disapproval relating to:

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



Does the CRA Impact the California Waivers?

Questions/Discussion

For more information:

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