

Date of Hearing: June 29, 2026

ASSEMBLY COMMITTEE ON NATURAL RESOURCES

Isaac G. Bryan, Chair

SB 1075 (Reyes) – As Amended June 25, 2026

**SENATE VOTE:** 29-9

**SUBJECT:** Air resources: toxic air contaminants: criteria air pollutants: community emissions reduction programs: local community emissions reduction plans

**SUMMARY:** Updates AB 617 (Cristina Garcia), Chapter 136, Statutes of 2017, to add requirements for implementation and enforcement of undefined “local community emissions reduction plans” (L-CERPs), permit an additional year (two years total) for air districts to adopt community emissions reduction programs (CERPs), establish new requirements for AB 617 community steering committees, expand eligible uses of AB 617 grant funds, and require the Air Resources Board (ARB) to report annually to the budget subcommittees regarding AB 617 implementation.

**EXISTING LAW:**

- 1) The federal Clean Air Act (CAA) and its implementing regulations set National Ambient Air Quality Standards (NAAQS) for six criteria pollutants, designate air basins that do not achieve NAAQS as nonattainment, and require states with nonattainment areas to submit a State Implementation Plan (SIP) detailing how they will achieve compliance with NAAQS. (42 U.S.C. 7401 *et seq.*)
- 2) Establishes ARB as the air pollution control agency in California and requires the ARB, among other things, to control emissions from a wide array of mobile sources and coordinate with local air districts to control emissions from stationary sources in order to implement the CAA. (Health and Safety Code (HSC) 39000 *et seq.*)
- 3) Requires, subject to the powers and duties of the ARB, air districts to adopt and enforce rules and regulations to achieve and maintain the state and federal air quality standards in all areas affected by emission sources under their jurisdiction, and to enforce all applicable provisions of state and federal law. (HSC 40001)
- 4) Requires air districts to develop attainment plans detailing how they will attain and maintain state air quality standards, and submit those plans to ARB. (HSC 40910 *et seq.*)
- 5) Establishes the Air Toxics Hot Spots Information and Assessment Act of 1987 to, among other things, require a health risk assessment to be submitted to the air districts that evaluates and predicts the dispersion of hazardous substances in the environment and the potential for exposure of human populations, and to assess and quantify both the individual and population wide health risks associated with those levels of exposure. (HSC 44300 *et seq.*)
- 6) Pursuant to AB 617, requires a statewide emissions reduction strategy targeting pollution-burdened communities, as follows:

- a) Requires ARB to prepare a statewide strategy to reduce emissions of toxic air contaminants (TACs) and criteria pollutants in communities affected by a high cumulative exposure burden, and update the strategy at least once every five years.
- b) Requires the strategy to include criteria for development of CERPs, including:
  - i) An assessment and identification of communities with high cumulative exposure burdens for TACs and criteria air pollutants, prioritizing disadvantaged communities (DACs) and sensitive receptor locations based on one or more of the following: best available modeling information, existing air quality monitoring information, existing public health data based on consultation with Office of Environmental Health Hazard Assessment (OEHHA), and the results of community air monitoring systems (CAMS).
  - ii) A methodology for assessing and identifying the contributing sources or categories of sources, including, but not limited to, stationary and mobile sources, and an estimate of their relative contribution to elevated exposure to air pollution in impacted communities.
  - iii) An assessment of whether a district should update and implement the risk reduction audit and emissions reduction plan for any facility to achieve emission reductions commensurate with its relative contribution, if the facility's emissions either cause or significantly contribute to a material impact on a sensitive receptor location or DAC.
  - iv) An assessment of the existing and available measures for reducing emissions from the contributing sources or categories of sources.
- 7) AB 617 further requires the adoption of CERPs in communities designated by ARB, as follows:
  - a) Requires ARB to select locations around the state for preparation of CERPs, concurrent with the statewide strategy, with additional locations selected annually thereafter, as appropriate.
  - b) Requires a district, within one year of ARB selection, to adopt a CERP to achieve emissions reductions using cost-effective measures identified by ARB.
  - c) Requires the CERP to be consistent with ARB's statewide strategy and include emissions reduction targets, specific reduction measures, an implementation schedule, and an enforcement plan.
  - d) Requires the CERP to be submitted to ARB for review and approval within 60 days. Requires CERPs rejected by ARB to be resubmitted within 30 days. If a CERP is not approvable by ARB, requires ARB to initiate a public process to discuss options for achievement of an approvable CERP. Requires ARB to concurrently develop and implement the applicable mobile source elements to commence achievement of emission reductions.

- e) Requires CERPs to result in emissions reductions in the community, based on monitoring and other data.
  - f) Requires ARB and the district each to be responsible for measures consistent with their respective authorities.
  - g) Requires districts to prepare an annual report summarizing the results and actions taken to further reduce emissions pursuant to a CERP.
  - h) Requires compliance with the CERP to be enforceable by the district and ARB, as applicable.
  - i) Requires ARB to provide grants to community-based organizations for technical assistance and to support participation in implementation of CERPs and CAMS.
- (HSC 44391.2)

**THIS BILL:**

- 1) Adds disadvantaged unincorporated communities (a fringe, island, or legacy community in which the median household income is 80 percent or less than the statewide median household income) to the definition of disadvantaged communities eligible for selection by ARB pursuant to AB 617.
- 2) Gives air districts two years to adopt a CERP.
- 3) Requires L-CERPS to be consistent with ARB's statewide strategy, submitted to ARB for review, and enforceable by ARB and the air district.
- 4) Requires an AB 617 steering committee to remain active until either:
  - a) The emissions objectives identified in the CERP are achieved.
  - b) More than five years have passed since the adoption of the CERP and two-thirds of the members of the steering committee vote to disband the committee.
- 5) Establishes the following requirements for steering committees:
  - a) All members live, work, or own businesses within the program area and a majority of the members are residents.
  - b) An open and transparent nomination process is used to select members and the membership of the committee reflects the diverse makeup of the community in the program area.
- 6) Requires the following to be eligible uses of grant funding:
  - a) Community-led deployment of technologies, practices, or projects that result in measurable or meaningful reductions in emissions or exposure to air pollution.
  - b) Local mitigation strategies that address emission sources identified in CERPs or L-CERPs.

- c) Projects that improve air quality outcomes through neighborhood- or household-level interventions, as identified in collaboration with community residents and stakeholders.
  - d) Other initiatives that align with the goals of this section and support the implementation of CERPs or L-CERPs.
  - e) Community monitoring efforts.
- 7) Requires the Secretary for Environmental Protection to periodically convene representatives of agencies and departments within the California Environmental Protection Agency to ensure coordination among those agencies and departments with jurisdiction over pollution sources included in a CERP to address concerns raised about those sources.
  - 8) Requires ARB, on or before June 30, 2027, and annually thereafter, to report to the appropriate budget subcommittees about its progress in implementing the CERP provisions of AB 617.

**FISCAL EFFECT:** According to the Senate Appropriations Committee, ongoing costs likely in the low millions of dollars annually (Greenhouse Gas Reduction Fund [GGRF]) for ARB to report on progress toward meeting the statewide strategy, accept submissions of L-CERPs, provide oversight, coordinate with local governments and stakeholders, conduct community outreach and consultation, and implement new requirements to award Community Air Grants, as specified.

**COMMENTS:**

- 1) **Background.** AB 617 established the Community Air Protection Program, which includes a variety of requirements and programs to reduce air emissions in pollution-burdened communities. AB 617 increased data collection and reporting, expedited pollution control retrofits, increased civil and criminal penalties for specified air pollution violations, enhanced community air pollution monitoring, established a statewide emissions reduction strategy targeting pollution-burdened communities, and established CERPs.

AB 617 requires ARB to select pollution-burdened communities around the state each year for preparation of CERPs and requires the relevant air district to adopt a CERP to achieve emissions reductions. In recognition of the division of authority between ARB for mobile sources and air districts for stationary sources, AB 617 requires ARB and the district to each be responsible for measures consistent with their respective authorities. Once adopted, compliance with a CERP is enforceable by ARB or the district, as applicable.

In the implementation of AB 617, and the development of CERPs through community steering committees, issues related to air pollution sources and exposure have arisen that may be outside the jurisdiction of the air districts or ARB. This may include local land use practices that increase exposure to air pollution, practices under the authority of another state agency, such as pesticide application or highway construction, and sources of air pollution regulated primarily by the federal government, such as rail and aviation.

AB 617 has been funded primarily by the Greenhouse Gas Reduction Fund (GGRF), with as much as \$250 million appropriated each year since 2017. Last year's cap and invest extension envisioned a continuous appropriation of \$250 million per year to ARB for AB 617

programs, incentives, and support for air district implementation. Under the GGRF structure enacted by SB 840 (Limon), Chapter 121, Statutes of 2025, securing \$250 million for AB 617 relies on total annual GGRF revenues of approximately \$4.2 billion. However, the SB 840 GGRF structure was tenuous. The only firm continuous appropriation amount in SB 840 is \$1 billion for high-speed rail. Other “continuous” appropriation amounts are subordinate to \$1 billion reserved for legislative appropriation and are subject to proportional reductions if revenues are insufficient. GGRF revenues fluctuate from auction to auction. In recent years, cap-and-trade auctions have raised between \$2 billion and \$5 billion per year.

To make GGRF matters much worse going forward, under the recent amendments to the cap and invest regulation adopted by ARB, allowances that otherwise would be auctioned by the state are redirected to industries through the Manufacturing Decarbonization Initiative (MDI), taking billions of future GGRF revenues and giving that value instead to the state’s largest industrial emitters of greenhouse gases.

**2) Author’s statement:**

SB 1075 fulfills the promise of the AB 617 program by strengthening community representation, enforcement, and oversight of the program.

As of 2026, there have been 19 communities granted CERP designation, with each CERP serving as a documented plan that requires specific reduction measures and an enforcement plan for impacted communities.

Despite the importance of this program there has consistently been a fundamental disconnect between program goals and efforts to maximize emissions reductions in impacted communities. For example, even when emissions reductions plans are identified for implementation there are no requirements that local governments comply with the emissions reductions measures identified by state agencies, local air districts, and community members.

In order for AB 617 to reach its goal of significantly reducing air pollution in overburdened communities, statutory changes are needed to ensure the full implementation of CERPs. SB 1075 will bridge this gap and ensure more effective enforcement and implementation of the Statewide Strategy to reduce emissions.

**3) What are L-CERPs and should they be enforceable by ARB and the districts?** L-CERP is not defined in this bill or elsewhere in statute, and it’s not clear what “compliance” with a L-CERP might entail. The L-CERP was introduced by ARB as a less formal alternative to a CERP. ARB’s most recent AB 617 statewide strategy (Blueprint 2.0) describes L-CERP as follows:

A Local Community Emissions Reduction Plan is a set of priority actions to improve local air quality developed and implemented by a Community Air Grantee and represents key deliverables under the grant. An L-CERP is distinguished from a Community Emissions Reduction Program in that the L-CERP is developed and implemented, ideally with air district participation, by a community-based nonprofit organization or California Native American Tribe funded through a Community Air Grant (CAG). CAG applicants interested in developing and implementing L-CERP projects are strongly encouraged to

partner or coordinate with the local air district to support implementation and to evaluate the feasibility of proposed actions in their L-CERP projects. L-CERP eligible activities include developing a charter to support governance and decision-making, community boundary setting, recruiting and engaging impacted residents and potential partners in the community, reviewing air quality data, prioritizing air quality concerns, and developing and prioritizing actions to address those concerns. *An L-CERP is not required to be adopted and approved by either an air district board or the CARB Board* (emphasis added). In 2022, CARB included the L-CERP as a new project category in its request for applications for Community Air Grants.

Under current procedures, the air district may have nothing to do with development of a L-CERP. Absent a clear definition, and review and approval by the air district, it does not seem appropriate to require the air district to enforce compliance with what may be an informal, non-governmental plan.

## **REGISTERED SUPPORT / OPPOSITION:**

### **Support**

350 Bay Area Action  
 Active San Gabriel Valley  
 APEN Action  
 Breathe Southern California  
 California Environmental Justice Alliance (CEJA) Action  
 California Environmental Voters  
 Center for Community Action and Environmental Justice (CCA EJ)  
 Center for Environmental Health  
 Center on Race, Poverty & the Environment  
 Central California Asthma Collaborative (CCAC)  
 Central California Environmental Justice Network (CCEJN)  
 Central Valley Air Quality Coalition (CVAQ)  
 Clean Water Action  
 CleanEarth4Kids.org  
 Coalition for Clean Air  
 Communities for a Better Environment  
 Community Action to Fight Asthma  
 Leadership Counsel for Justice and Accountability  
 Little Manila Rising  
 Natural Resources Defense Council (NRDC)  
 Nextgen California  
 Physicians for Social Responsibility - Los Angeles  
 Planning and Conservation League  
 Regional Asthma Management and Prevention (RAMP)  
 Resource Renewal Institute  
 Sacramento Environmental Justice Coalition  
 San Francisco Bay Physicians for Social Responsibility  
 Sierra Club California  
 Strategic Concepts in Organizing and Policy Education (SCOPE)

**Opposition**

Agricultural Council of California  
Bay Area Air Quality Management District (unless amended)  
BNSF Railway  
California Air Pollution Control Officers Association  
California Cement Manufacturers Environmental Coalition  
California Chamber of Commerce  
California Manufacturers & Technology Association  
California Retailers Association  
California Short Line Railroad Association  
California Trucking Association  
County of Kern  
NAIOP of California  
NAIOP SoCal  
Pacific Merchant Shipping Association  
Sacramento Metropolitan Air Quality Management District (unless amended)  
San Joaquin Valley Unified Air Pollution Control District  
South Coast Air Quality Management District (unless amended)  
Supply Chain Federation  
Union Pacific Railroad  
Western Growers Association

**Analysis Prepared by:** Lawrence Lingbloom / NAT. RES. /