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UNFINISHED BUSINESS

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Bill No: SB 127  
Author: Committee on Budget and Fiscal Review  
Amended: 6/24/25 in Assembly  
Vote: 21

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SENATE FLOOR: Not relevant

ASSEMBLY FLOOR: 53-17, 6/27/25  
(ROLL CALL NOT AVAILABLE)

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**SUBJECT:** Climate change

**SOURCE:** Author

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**DIGEST:** This bill is the omnibus Climate Change budget trailer bill. It contains provisions necessary to implement the Budget Act of 2025.

*Assembly Amendments* delete the Senate version of this bill and instead add the current language.

**ANALYSIS:** This bill:

- 1) Makes a technical adjustment to move the code section for a previously approved increase to the salary of the chairperson of the California Energy Commission (CEC) by five percent for the 2025-26, 2026-27, and 2027-28 years.
- 2) Extends existing authority and exemptions related to the Demand Side Grid Support Program at the CEC to all fund sources.
- 3) Amends the Clean Transportation Program at the CEC to eliminate the restriction that block grants or incentive programs be administered by public entities or not-for-profit technology entities and authorizes funding for block grants or incentive programs for zero-emission vehicle infrastructure.

- 4) Amends the existing certification process for power plants, energy storage systems, and related facilities at the CEC. Specifically, it requires a person submitting an application for certification to submit with the application a nonrefundable deposit of \$750,000 and would require the applicant to pay all costs incurred by the Energy Commission in processing the application; require the Energy Commission to provide invoices for additional fees, at least annually, for the actual costs incurred by the Energy Commission in excess of the deposit; increase the annual fee to \$70,000 for each year the facility retains its certification; and specify that the petition fee is nonrefundable
- 5) Extends the CEC's follow-on funding authority for the Electric Program Investment Charge (EPIC) program to January 1, 2028.
- 6) Specifies restrictions on operations be applied to facilities constructed and owned by the Department of Water Resources, not just facilities constructed by the department as currently stated in existing statute.
- 7) Specifies existing deficiency fines and fees are a part of the certification, audit, and compliance programs regulating motor vehicle manufacturers at the California Air Resources Board.
- 8) Expands the requirement to maintain funding to local air districts using specified funds made available to the state board for the suite of equity transportation programs at the California Air Resources Board from the 2021 and 2022 Budget Acts.
- 9) Appropriates \$132,175,000 from the Air Pollution Control Fund to the California Air Resources Board for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), when funds are available from the Hino Consent Decree.

**FISCAL EFFECT:** Appropriation: Yes Fiscal Com.: Yes Local: No

**SUPPORT:** (Verified 6/26/25)

None received

**OPPOSITION:** (Verified 6/26/25)

None received

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6/27/25 12:13:49

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