

Date of Hearing: August 31, 2026

ASSEMBLY COMMITTEE ON EMERGENCY MANAGEMENT

Rhodesia Ransom, Chair

SB 795 (Archuleta) – As Amended August 28, 2026

SENATE VOTE: 40-0

SUBJECT: Air pollution: gasoline vapor control systems: ethanol blends

SUMMARY: This bill authorizes the State Fire Marshal (SFM) to adopt regulations governing the labeling and safe use of E15 fuel blends with vapor control systems and their components, on or before December 31, 2026, as specified. This bill also authorizes vapor control systems and components dispensing E10 fuel to also dispense E15 fuel if the manufacturer submits a statement of compatibility, until January 1, 2029. This bill requires gas stations dispensing E15 fuel to comply with labeling required by the SFM. Specifically, **this bill:**

- 1) Authorizes, until January 1, 2029, any enhanced vapor control system at gasoline dispensing facilities suitable for gasoline blends and ethanol blends containing 10% ethanol, as specified, to be approved for the use of gasoline and ethanol blends containing more than 10% and up to 15% percent ethanol without the need for certification, as specified.
- 2) Authorizes, until January 1, 2029, vapor control systems and their components that are certified or approved, as specified, for use with gasoline and ethanol blends containing 10% ethanol to also be used with gasoline and ethanol blends containing more than 10% and up to 15% ethanol if the manufacturer of the equipment submits a statement of compatibility, signed under penalty of perjury, as specified. Requires the State Air Resources Board to publish a list of manufacturers who have submitted a statement of compatibility, as specified, on its internet website.
- 3) Requires, until January 1, 2029, a service station, dispensing an ethanol blend containing more than 10% and up to 15% ethanol to comply with SFM labeling requirements, as specified, and provides an exemption to systems or components already certified by the SFM, as specified.
- 4) Prohibits, until January 1, 2029, a gasoline dispensing facility that meets the above requirements from being required to obtain new or amended certification, listing, permit, or approval solely for dispensing gasoline and ethanol blends containing more than 10% and up to 15% ethanol; Specifies manufacturers, until January 1, 2029, may seek certification or approval for equipment for this purpose through other legal processes.
- 5) Requires, by December 31, 2026, the SFM to adopt regulations governing the labeling and safe use of gasoline and ethanol blends containing more than 10% and up to 15% ethanol with vapor control systems and their components that have been authorized for use, as specified.
- 6) Requires the above regulations to be consistent with federal labeling standards, as specified; and adopted in accordance with existing Administrative Regulations and Rulemaking statute, as specified.

- 7) Requires the initial adoption of the above regulations to be deemed an emergency, as specified, and requires these emergency regulations to stay in effect until amended by the SFM.
- 8) Specifies the above regulations, or any amendments, are not to be considered major regulations, as specified, and are exempt from certain procedures related to economic impacts, as specified.
- 9) Requires the SFM to review the California Fire Code to ensure consistency with the above provisions related to regulations, and propose conforming changes to the California Building Standards Commission (CBSC).
- 10) Requires the CBSC to adopt the above regulations as emergency regulations and provides exemptions, as specified.
- 11) Requires, until January 1, 2029, that any enhanced vapor control system at gasoline dispensing facilities suitable for gasoline and ethanol blends containing 10% ethanol be deemed certified or approved for the use of gasoline and ethanol blends containing more than 10% ethanol and up to 15% ethanol if the manufacturer of the equipment submits a statement of compatibility, as specified.
- 12) Requires, until January 1, 2029, that any device used for dispensing flammable liquids with an ethanol content of up to 10% be approved for purposes of occupational safety and health standards and orders for the use of gasoline and ethanol blends containing more than 10% ethanol and up to 15% ethanol if the manufacturer of the equipment submits a statement of compatibility, as specified.

EXISTING LAW:

1. Establishes the Air Resources Board (ARB) as the air pollution control agency in California and requires ARB, among other things, to control emissions from a wide array of mobile sources and implement the Federal Clean Air Act (FCAA). (Health and Safety Code (HSC) Section 39500 *et seq.*)
2. Requires the manufacturer of a gasoline vapor control system to submit the system or components of the system as requested by the Division of Measurement Standards of the Department of Food and Agriculture and the State Fire Marshal for their certification prior to certification by the ARB. (HSC § 41955).
3. Authorizes the State Fire Marshal (SFM) as the only agency responsible for determining whether any component or system creates a fire hazard. (HSC § 41956 (b)).
4. Requires the SFM, the Division of Occupational Safety and Health (Cal/OSHA), and the Division of Measurement Standards (DMS) to certify any system or component which complies with their adopted rules and regulations and that certification testing may be conducted simultaneously. (HSC § 41958-41959).
5. Authorizes the SFM, DMS, and if necessary, Cal/OSHA to permit installation of gasoline vapor recovery systems once safety and measurement accuracy is certified, if the system is also certified by ARB. (HSC § 41960).

6. Requires all vapor control systems for the control of gasoline vapors resulting from motor vehicle fueling operations to be operated in accordance with the applicable standards established by the SFM or DMS pursuant to HSC § 41956 -41958, inclusive. (HSC § 419560.1)
7. Prohibits any retailer (as defined in Business and Professions Code (BPC) Section 20999) from allowing the operation of any gas pump that dispenses leaded gasoline, which is labeled as providing leaded gasoline, unless the pump is equipped with a nozzle spout meeting the specific requirements for leaded gasoline nozzle spouts as described in Title 40, Code of Federal Regulations, Section 80.22(f)(1). (HSC § 41960.5)
8. Requires the ARB to adopt motor vehicle fuel specification requirements for the control of air contaminants and air pollution where it is necessary, cost effective, and technologically feasible to do so. (HSC § 43013).
9. Requires there to be at least one sign or label stating the ratio of gasoline to motor oil or gasoline-oxygenate blend to motor oil conspicuously displayed on the dispensing device. (BPC §13480 (b)).

FISCAL EFFECT: Unknown. A fiscal committee has not analyzed this bill.

COMMENTS:

Author's Statement: "California has taken important steps to expand fuel supply and provide consumers with more affordable options at the pump, including authorizing the sale of gasoline blends containing more than 10 percent and up to 15 percent ethanol. However, existing equipment approval requirements could unnecessarily delay the availability of these fuels at California gas stations. SB 795 removes this unnecessary barrier by allowing equipment already certified or approved for E10 gasoline to be used for E15 when manufacturers attest, under penalty of perjury, that the equipment is compatible and safe for use with E15. The measure also maintains appropriate labeling and safety requirements and temporarily eliminates the need for duplicative state approvals solely because a station begins dispensing E15. By streamlining these requirements, SB 795 will help make E15 available to California consumers more quickly, increasing fuel options and supporting efforts to reduce gasoline prices."

E15 Approval in California: Governor Newsom signed AB 30 (Alvarez, 2025), authorizing access to E15 into law. However, AB 30 did not revise regulations that would authorize gas stations to dispense E15. This bill (SB 795) proposes implementation measures to rectify this issue. This proposal changes how compatibility is demonstrated—not whether equipment must be safe. A manufacturer must affirmatively determine that its equipment is safe for E15 and submit that determination under penalty of perjury. The SFM retains authority over safe-use requirements and labeling. Following AB 30 (Alvarez, 2025), which authorized the *sale* of gasoline containing 10.5-15% ethanol, ARB issued implementation guidance and established a process for certifying E15-comptability vapor-recovery equipment, while continuing its multimedia evaluation needed for *permanent* E15 fuel specifications.¹ Based on the E15 multimedia evaluation and the information provided in the Final Tier I, Tier II and Tier III

¹ AB30 Legislation Passage and Steps To Obtain E15 Certification Of Vapor Recovery Components And Eco Nozzle/Low-Perm Hoses, <https://ww2.arb.ca.gov/sites/default/files/2026-02/E15CertProcess.pdf>?

reports, the multimedia working group determined that the use of E15, as evaluated in this multimedia evaluation, does not pose a significant adverse impact on public health or the environment compared to E10.² SB 795 provides the statutory language to make AB 30 work in the state of California.

Gasoline Regulations: Under California regulations, manufacturers of gasoline vapor control systems must submit components of the system for certification. The State Fire Marshal (SFM) is the only agency responsible for determining whether the components or systems create a fire hazard. The SFM is principally concerned with whether the equipment (system and components) used to store, transfer, and dispense the fuel is compatible with the higher ethanol blend. The ARB regulates the fuel-quality and emissions requirements for E15 California's Reformulated Gasoline (CaRFG) regulations and certifies vapor-recovery systems and components used to dispense. Along with Cal/OSHA and DMS, the SFM may certify any system or component which complies with their adopted rules and regulations. Any one of the state agencies may certify a system or component on the basis of results of tests performed by any entity retained by the manufacturer of the system or component or by the state agency.

According to this bill, the SFM would adopt regulations governing E15 labeling and safe use, with labeling mirroring federal standards, and review the California Fire Code for necessary conforming changes. As current bill language stands, this bill authorizes any station that dispenses E10 fuel is permitted to dispense E15 fuel and voids the need for gas stations to obtain a new or updated certification from any agency solely based on dispensing E15 fuel. The SFM would be required to update regulations governing the labeling and safe use of E15.

E10 vs E15 Fuel Blends: CaRFG regulations permit the sale of gasoline with up to 10% ethanol by volume (E10). An existing fuel specification permits the sale of ethanol fuel blends with up to 85% ethanol (E85).³ There are no changes to the requirements for these fuels. E10 blends are low-level gasoline-ethanol blends composed of 10% ethanol and 90% gasoline. E10 is approved for use in any conventional, gasoline-powered vehicle across the U.S. and in California (using the CARBOB blendstock).⁴ E15 blends are defined as gasoline blended with 10.5% to 15% ethanol.

Currently, vehicles approved for E15 use include flexible fuel vehicles and conventional vehicles model year 2001 and newer, which make up approximately 97% of vehicles on the road in California.^{5,6,7} Vehicles older than model year 2001, motorcycles, lawnmowers and other types of off-road equipment, delivery trucks, or other types of heavy-duty vehicles are prohibited from using E15. E15 is available today at more than 4,800 retail stations in 36 states.⁵

While E15 does not qualify as an alternative fuel under EPAct, it does help meet the federal Renewable Fuel Standard.⁸ To reduce the risk of misfuelling, there are federal

² California Multimedia Evaluation of Gasoline Containing up to 15 percent Ethanol - Staff Written Summary, https://ww2.arb.ca.gov/sites/default/files/2025-12/E15_MMWG_Staff_Written_Summary_Final_12-11-2025.pdf

³ The California Reformulated Gasoline Regulation, Title 13, California Code of Regulations, Sections 2250-2273.5, https://ww2.arb.ca.gov/sites/default/files/2020-05/California_Reformulated_Gasoline_Regulations_2-16-14.pdf

⁴ AB 30 Frequently Asked Questions, <https://ww2.arb.ca.gov/resources/fact-sheets/ab-30-frequently-asked-questions>

⁵ Alternative Fuels Data Center, E15 <https://afdc.energy.gov/fuels/ethanol-e15>

⁶ Ethanol in Your Engine, E15, <https://ethanolrfa.org/ethanol-in-your-engine/e15>

⁷ E15 Fuel Registration, <https://www.epa.gov/fuels-registration-reporting-and-compliance-help/e15-fuel-registration>

⁸ Renewable Fuel Standard (RFS), <https://afdc.energy.gov/laws/RFS>

requirements gas stations must adhere to such as E15 labels affixed to the dispenser and participate in the fuel quality survey, among other regulations beyond federal requirements that stations must comply with.⁹ Ethanol generally has a lower lifecycle carbon intensity (a measure of total GHG emissions produced per unit of energy) than petroleum gasoline, however, the magnitude of the reduction depends on how the ethanol is produced. Life-cycle assessments may account for emissions associated with fertilizer use, transportation, land-use changes, and estimates vary substantially due to differences in farming practices, production energy sources, land-use assumptions, and other factors.¹⁰

The consideration of E15 usage in California is not a new conversation. In 2024, amid concerns over gasoline price spikes and supply volatility, the Legislature convened a special session and created the Assembly Committee on Petroleum & Gasoline Supply (P&G.S.) to examine the state's fuel market, including policies to address concerns and to provide Californians with more affordable fuel options.¹¹ As noted in an analysis on ABX2 (Petrie-Norris, 2024) by the P&G.S. Committee, the Energy Commission's (CEC) Transportation Fuels Assessment evaluated potential tradeoffs of blending E15 into CARBOB gasoline and noted that doing so has several impacts: lowering the price of fuel sold in California; presents fewer environmental harms than E10, with approximately 1% loss of fuel economy for the consumer; and is already permitted under federal rules. However, the assessment also noted fueling equipment and vehicles may lack capability of operating with E15 and require upgrades. Although E15 burns cleaner than gasoline, it also increases the volatility of the fuel (ethanol is an alcohol that evaporates more quickly than most gasoline components), often leading to more ground-level air pollution.

Safe-Use Requirements and Testing Standards: Gasoline vapor recovery systems capture fuel fumes that would otherwise escape into the air when pumping gas. These systems help with reducing the emissions of gasoline vapors and other volatile organic compounds that contribute to air pollution and can pose health and safety risks. The systems also rely on properly certified and fuel-compatible components, including hoses, nozzles, piping, and other dispensing equipment. Underwriters Laboratories (UL), a primary leader in product safety testing services, evaluates the systems dispensing various ethanol blends for consumer use. The testing standards determine whether components are compatible with different gasoline-ethanol blends such as E10 and E15 and whether dispensing both blends can operate safely under applicable standards. UL 87 testing covers dispensing devices intended for gasoline-ethanol blends containing up to 10% ethanol. Equipment intended for blends above the 10% threshold are evaluated under UL 87A – a different testing standard that covers higher-ethanol fuels. This bill states that manufacturers must submit a statement signed under penalty of perjury that equipment dispensing fuel blends containing 10.5 to 15% ethanol (E15) are safe.

Arguments in Support: A coalition of organizations, including the Renewable Fuels Association, Cal Chamber, and the League of California Cities, write in support expressing SB 795 builds on the action from AB 30, by “providing regulatory clarity for fuel retailers and equipment manufacturers so Californians can realize the benefits of a lower-cost, lower-emission fuel option”, also noting that SB 795 “does not waive safety requirements and provides regulatory

⁹ Ethanol Codes, Standards, and Safety, <https://afdc.energy.gov/fuels/ethanol-codes>

¹⁰ Ethanol Vehicle Emissions, <https://afdc.energy.gov/vehicles/flexible-fuel-emissions>

¹¹ Speaker Rivas Announces Committee to Address Gasoline Price Spikes During Special Legislative Session, <https://speaker.asmdc.org/press-releases/20240904-speaker-rivas-announces-committee-address-gasoline-price-spikes-during>

certainty to implement the E15 policy the Legislature unanimously supported while maintaining strong safety protections”.

REGISTERED SUPPORT / OPPOSITION:**Support**

Aemitis, Inc
California Association of County Veterans Service Officers
Calgren
California Ambulance Association
California Chamber of Commerce
California Delivery Association
California Farm Bureau Federation
California Fuels + Convenience Alliance
California Hispanic Chamber of Commerce
California Manufacturers & Technology Association
California Multicultural Business Alliance
Growth Energy
League of California Cities
Los Amigos La Comunidad, Inc
Love’s Travel Stops
Marine Corps League, Department of California
Musket Corp
National Federation of Independent Businesses (NFIB)
Pearson Fuels
Pelican Renewables
Poet
Pratt Energy
Renewable Fuels Association
San Diego Chamber of Commerce
Vietnam Veterans of America, California State Council

Opposition

None on file.

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