



City of San José Climate Advisory Commission

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MEETING AGENDA July 17, 2025

6:00 PM

San José City Hall
200 E. Santa Clara Street, San José, CA
Tower 17th Floor Room 1753
Meeting viewable at:
[Zoom link will be added here](#)

I. Call to Order & Orders of the Day

II. Public Record

III. Open Forum

(Meeting attendees are usually given two (2) minutes to speak on any discussion item and/or during open forum; the time limit is in the discretion of the Chair of the meeting and may be limited when appropriate.)

IV. Consent Calendar

- a. Approve [Minutes for the Regular Meeting of May 15, 2025](#)

V. Reports and Information Only

- a. Climate Smart Six-month Look Ahead (*Attachment A*)
- b. Update on Commissioner Vacancy and Recruitment

VI. Old Business

- a. Commission Annual Report for Fiscal Year 2024-2025 (*Attachment B*)
(Discussion and potential action)

VII. New Business

- a. Legislative/Regulatory Outlook (*Attachments C and D*)

(Discussion and potential action)

- b. Recommendation to City Council on Resolution in Support of Polluters Pay Climate Superfund bill (*Attachment E*)
(Discussion and potential action)
- c. San Jose Clean Energy (SJCE) Integrated Resource Plan (*Attachment F*)
(Discussion and potential action)
- d. Meeting schedule and potential agenda items for the next meeting
(Discussion)

The next regular meeting is tentatively scheduled for September 18, 2025, at 6pm in San José City Hall, Tower Room 1753

VIII. Adjournment

The City of San José is committed to open and honest government and strives to consistently meet the community's expectations by providing excellent service, in a positive and timely manner, and in the full view of the public.

You may speak to the Commission about any discussion item that is on the agenda, and you may also speak during Public Comments on items that are not on the agenda and are within the subject matter jurisdiction of the Commission. Speakers using a translator will be given twice the time allotted to ensure non-English speakers receive the same opportunity to directly address the Committee, Board or Commission. Please be advised that, by law, the Commission is unable to discuss or take action on issues presented during Public Comments. Pursuant to Government Code Section 54954.2, no matter shall be acted upon by the Commission unless listed on the agenda, which has been posted not less than 72 hours prior to meeting.

Agendas, Staff Reports and some associated documents for the Commission items may be viewed on the Internet at <https://www.sanjoseca.gov/your-government/departments-offices/environmental-services/climate-advisory-commission-cac>.

Correspondence to the Climate Advisory Commission are public record and will become part of the City's electronic records, which are accessible through the City's website. Before posting online, the following may be redacted: addresses, email addresses, social security numbers, phone numbers, and signatures. However, please note: e-mail addresses, names, addresses, and other contact information are not required, but if included in any communication to the Climate Advisory Commission, will become part of the public record. If you do not want your contact information included in the public record, please do not include that information in your communication.

All public records relating to an open session item on this agenda, which are not exempt from disclosure pursuant to the California Public Records Act, that are distributed to a majority of the legislative body will be available for public inspection at the Environmental Services Department, 200 East Santa Clara Street, San José, California 95113, at the same time that the public records are distributed or made available to the legislative body. Any draft resolutions or other items posted on the Internet site or distributed in advance of the commission meeting may not be the final documents approved by the commission. Contact the Office of the City Clerk for the final document.

On occasion the Commission may consider agenda items out of order.

The Climate Advisory Commission meets the third Thursday every other month at 7pm, with special meetings as necessary. If you have any questions, please direct them to the Commission staff. Thank you for taking the time to attend today's meeting. We look forward to seeing you at future meetings.

To request an accommodation or alternative format under the Americans with Disabilities Act for City-sponsored meetings, events, or printed materials, please call (408) 294-9337 (TTY) as soon as possible, but at least three business days before the meeting.

THE LEVINE ACT

The Levine Act requires a Party in a Proceeding before the City of San José that involves any action related to their contract, license, permit, or use entitlement to disclose any campaign contributions to City elected or appointed officials totaling more than \$250 within the 12 months prior to the City decision. A Participant to a Proceeding may voluntarily report a campaign contribution. Please visit <https://www.sanjoseca.gov/your-government/appointees/city-clerk/levine-act> for updated forms and information.

Please direct correspondence and questions to:

City of San José Attn:
Leticia Vargas
200 East Santa Clara Street, San José, California 95113
Tel: (408) 535-8571 Ext: 95832
Email: Leticia.Vargas@sanjoseca.gov

CAC Six-month Look Ahead (July 2025 - Dec. 2025)			
Date	Type	Item	Lead Department
July 17, 2025	Commission	Climate Advisory Commission Meeting	Energy
August 9, 2025	Event	Silicon Valley Youth Climate Action 2025 Impact Summit	External
August 11, 2025	Transportation & Environment Committee (T&E)	Climate Advisory Commission Fiscal Year 2024-25 Annual Report and Fiscal Year 2025-26 Work Plan	Energy
August 12, 2025	City Council	SJCE Workforce Development Programs	Energy
August 12, 2025	City Council	SJCE Green Transportation Program Update	Energy
September 18, 2025	Commission	Climate Advisory Commission Meeting	Energy
October 6, 2025	Transportation & Environment Committee (T&E)	Climate Smart Plan Update and Semi-Annual Update	Energy
October 6, 2025	Transportation & Environment Committee (T&E)	Climate Smart Zero Waste Element	Environmental Services
October 7, 2025	City Council	SJCE Integrated Resource Plan	Energy
October 21, 2025	City Council	Climate Smart Plan Update and Semi-Annual Update	Energy
TBD; October/November 2025	City Council	Climate Smart Zero Waste Element	Environmental Services
November 20, 2025	Commission	Climate Advisory Commission Meeting	Energy

Attachment B: DRAFT Climate Advisory Commission Fiscal Year 2024-2025 Annual Report

Climate Advisory Commission DRAFT Annual Report for Fiscal Year 2024-25			
Objective of fiscal year 2024-2025	Timeframe	Status & Accomplishments	Future Target/Goals
Adopt the annual report of Commission actions on objectives for fiscal year 2023-24	July 18, 2024	Commissioners approved the final Annual Report for fiscal year 2023-24. Annual Report adopted and was approved by Transportation and Environment Committee for approval on August 12, 2024.	Prepare and submit the Annual Report for fiscal year 2024-25.
Receive briefing and give comment on Climate Smart Semi-Annual Update		Commissioners reviewed the Climate Smart Semi-Annual update to Transportation and Environment Committee and City Council and gave comment. Recommendation language was approved.	Review upcoming Climate Smart update and identify key recommendations to refine outreach and implementation strategies.
Receive briefing on relevant upcoming legislation and potential City actions		Commissioners reviewed the Climate Smart legislation and potential City actions. No actions were taken.	Track proposed climate-related legislation and prepare potential recommendations for City Council consideration during the 2025 legislative session.
Receive briefing and give comment on Updated Climate Smart plan		Commissioners reviewed the Climate Smart plan update strategies and gave comment.	Review final draft of the updated Climate Smart plan and prepare formal Commission recommendation to Council in 2025.
Receive briefing and give comment on public promotion of Climate Smart activities and Climate Smart plan update		Commission approved the active public promotion of Climate Smart activities and the Climate Smart plan update.	Staff continue to promote Climate Smart activities and Climate Smart plan update.
Receive briefing and give comment on Transportation programs and policies	September 19, 2024	Commissioners received briefing on Transportation programs and policies and gave comment.	Review next Transportation update and provide input on strategies to reduce emissions and improve mobility access in fiscal year 2024-25.
Receive briefing and give comment on Planning, Building, and Code Enforcement (PBCE) programs and policies		Commissioners received briefing on PBCE programs and policies and gave comment.	Provide input on proposed PBCE policy and program updates and recommend opportunities to align with Climate Smart goals in fiscal year 2024-25.
Receive briefing and approve final Commission By-Laws		The Commission modified the Commission By-Laws to include By-Laws to: 1) Commissioner timeline for terms of office are aligned with the calendar beginning and end timelines for yearly commission activity and 2) to specify brown act timing for notice. These changes were unanimously approved by the commission.	By-Laws were amended to align with calendar for beginning and end timelines for yearly commission activity. Staff recommended referring to various City policies regarding timing for public information rather than amending By-Laws with this information.
Discussion and action on Ad Hoc Committee report on San José Clean Energy (SJCE) financial status of implications for reserves policies		The commission discussed the purpose and context of SJCE's financial reserves to ensure public understanding. The commission approved a request for SJCE to conduct a session on reserves policies at the November meeting, specifically addressing the purpose, calculation, and management of reserves in SJCE's financial framework.	SJCE continues discussions and updates to the Commission as requested and necessary regarding reserves.
Receive briefing and give comment on SJCE Programs Roadmap	November 21, 2024	Commissioners received briefing on SJCE Programs Roadmap. Staff discussed with Commissioners and approval language was passed.	Review SJCE program implementation progress and provide recommendations to enhance equity and participation in future program cycles.

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Objective of fiscal year 2024-2025	Timeframe	Status & Accomplishments	Future Target/Goals
Receive briefing on Zero Waste Element	November 21, 2024 (continued)	Commission recieved briefing. Discussion only, no action taken.	Continue to support development of the Zero Waste Element and provide recommendations to align strategies with Climate Smart goals as opportunities arise.
Heat Pump Ordinance update		Commissioner Garfunkel gave report and supporting documents on heat pump ordinances. Drafted and approved a letter to PBCE in support of ordinance review.	An update from PBCE on ordinance updates will be added to the fiscal year 2025-26 work plan for the Climate Advisory Commission
Receive briefing on SJCE 2025 power mix and rates, and potentially vote on power mix and rates recommendation to City Council	Special Session: January 9, 2025	Commission recieved briefing, discussed, and provided feedback to staff. Recommendation language was amended and approved.	Review future SJCE rate proposals and power mix updates, and prepare recommendations for Council consideration as needed.
Receive briefing on Cool roof report created by the cool roof Ad Hoc Committee		Cool roof report created by the cool roof ad hoc committee is submitted for commissioner review and approved for release to the City of San José staff.	Cool roof report was submitted to Environmental Services and PBCE for ongoing consideration.
Receive briefing on Commissioner memo regarding use of artificial turf on City fields		Commission approved a memo crafted by Commissioner Mani Bekele that highlights commission concerns about installing artificial turf in the City athletic fields	Staff continues to consider concerns of Commissioners regarding use of artificial turf on City property
Meeting cancelled.	January 16, 2025	Meeting cancelled.	Meeting cancelled.
Receive briefing and give comment on Climate Smart Semi-Annual Update	Special Session: March 13, 2025	Commissioners reviewed the Climate Smart Semi-Annual update to Transportation and Environment Committee and City Council and gave comment. Recommendation language was approved.	Review next Climate Smart update and offer targeted recommendations to strengthen Climate Smart implementation and reporting.
Receive briefing and give comment on Transportation programs and policies		Commissioners recieved briefing on Transportation programs and policies and gave comment.	Continue providing input on Transportation updates, with focus on reducing vehicle miles traveled and improving access for underserved communities.
Receive briefing and give comment on municipal utility update		Staff received briefing and provided feedback on the cooperation agreement between PG&E and City of San José. Commissioners approved a comment letter to be submitted to Council and voted for commissioner Merino to provide public comments at the council Municipal Electric Utility Exploration special study session on March 21, 2025.	Monitor developments in the municipal utility transition and provide additional input or advocacy as new agreements or updates are brought forward.
Receive briefing and give comment on Draft SJCE Power Workforce and Environmental Stewardship Project Selection Criteria		Commissioners reviewed the Draft SJCE Power Workforce and Environmental Stewardship Project Selection Criteria and gave comment. Recommendation language was approved.	Support implementation of the finalized SJCE Project Selection Criteria and provide feedback on project proposals as they are brought forward.
Meeting cancelled.	March 20, 2025	Meeting cancelled.	Meeting cancelled.
Receive briefing and give comment on Climate Smart outreach and advocacy strategies	May 15, 2025	Commissioners recieved briefing and provided comments on the fiscal year 2025-26 outreach and advocacy strategies.	Collaborate with staff to refine and support implementation of fiscal year 2025-26 outreach and advocacy strategies.

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Objective of fiscal year 2024-2025	Timeframe	Status & Accomplishments	Future Target/Goals
Review the Commission Work Plan for fiscal year 2025-26	May 15, 2025 (continued)	Commissioners reviewed the Draft Work Plan for fiscal year 2025-26 and provided comments. The work plan was adopted with edits.	Monitor implementation of the fiscal year 2025-26 Work Plan and propose updates or new priorities as needed throughout the fiscal year.
Review the Commission Annual Report for fiscal year 2024-25		Commissioners reviewed the Draft Annual Report for fiscal year 2024-25 and provided comments. The report was adopted with edits.	Finalize and submit the fiscal year 2024-25 Annual Report to the Transportation and Environment Committee for approval in Summer 2025.
Receive briefing and give comment on Climate Adaptation and Resiliency Plan (CARP)		Commissioners received an update on the development of the CARP and gave comment.	Continue to provide input on final revisions and implementation planning throughout fiscal year 2025-26.

CLIMATE ADVISORY COMMISSION MEETING

Presenters:

Scott Green, Senior Government Affairs Manager, SJCE

Steven Jimenez, Legislative Affairs Specialist, SJCE

Jasmine Jain, Assistant Environmental Services Specialist, Climate Smart

July 17, 2025



AGENDA

- Legislative Cycle
- State Budget
- State Legislation
- Federal Landscape



WHERE ARE WE IN THE LEGISLATIVE CYCLE

Legislative Timeline:

- Bill Introduction - (Feb)
- Spring Recess - (April)
- Policy committees and Fiscal Bills Deadlines - (May)
- House of Origin - (June)
- 2nd House Policy Committees - (July)
- Summer Recess - (July-Aug)
- 2nd House Fiscal Bill Deadline - (Sept)
- End of the Legislative Session - (Sept)
- Governor's Deadline to Sign Legislation (Oct)
- Effective Date – Bills go into effect Jan. 1, 2026, unless specified in the legislation; urgency bills take effect immediately.

Budget Timeline:

- Governor Newsom Budget Proposal (January)
- May Budget Revise (May)
- Enacted Budget (Summer)
- Special Session? (Fall)

NOT SO ROSY STATE BUDGET

- **Budget Deficit:**

- CA approved a \$321 billion budget in June, closing a \$12 billion deficit
- Several factors contributed to budget shortfall: new federal administration, LA wildfires, and increased baseline costs for key state programs
- Expected budget shortfalls for upcoming budget cycles

- **Clean Energy Impacts:**

- Reverts roughly \$315 million from previous Climate-Energy Package appropriations.
- Reach Code Moratorium (AB 306/ AB 130)
- Self-Generation Incentive Program (SGIP)
- Distributed Electricity Backup Assets (DEBA) Program
- Demand Side Grid Support (DSGS)
- Prop 4 and Cap and Invest Discussions Continue

- **Cap and Invest:**

- Gov. Newsom proposed reauthorization of Cap and Trade through the budget process; the Legislature rejected this proposal but included funding for CalFire.

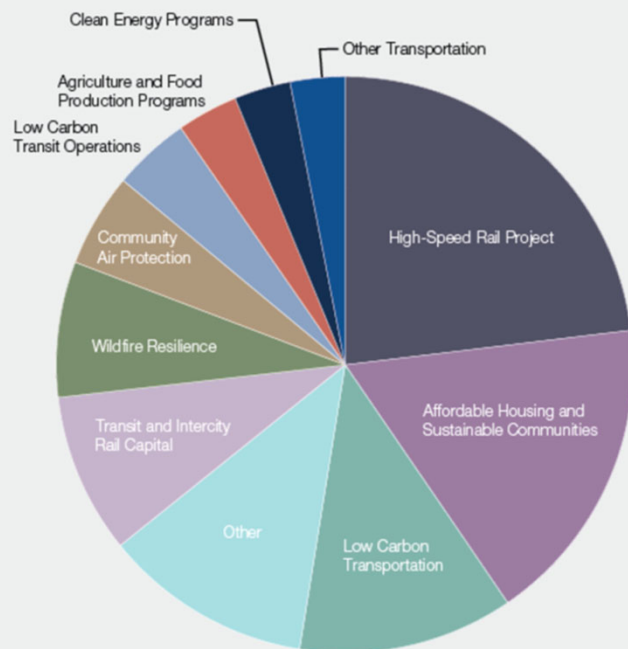
CAP-AND-TRADE REAUTHORIZATION

Figure 4

Cumulative Cap-and-Trade Spending by Area

2013-14 through 2023-24

Total: **\$30.6 Billion**



CARB sets a limit on greenhouse gas emissions from major polluters and allows them to buy and sell emissions allowances to cost effectively meet reduction goals.

- Program is set to expire in 2030
- Reauthorization process: negotiations underway to extend through 2045
- Key issues in negotiation:
 - Program design
 - Revenue use from the Greenhouse Gas Reduction Fund

PROPOSITION 4

\$10 billion in bonds for safe drinking water, wildfire prevention, and protecting communities and natural lands from climate risks

- Voters passed Prop 4 in November 2024 election
- Governor proposed a Multiyear Spending Plan through 2039-40
 - \$2.7 billion (about ¼ of funds) to be provided in 2025-26
- Potential for the City to tap into these funds

Governor's Proposition 4 Proposal: Multiyear Spending Plan

(In Millions)

Purpose	Bond Total	2025-26	2026-27	2027-28	2028-29 Through 2039-40	Pending
Safe Drinking Water, Drought, Flood, and Water	\$3,800	\$1,074	\$972	\$819	\$925	\$10
Wildfire and Forest Resilience	1,500	325	376	214	496	89
Coastal Resilience	1,200	173	129	190	708	—
Biodiversity and Nature-Based Climate Solutions	1,200	286	136	165	512	101
Clean Energy	850	275	229	3	21	323
Park Creation and Outdoor Access	700	286	117	42	23	231
Extreme Heat Mitigation	450	102	172	152	24	—
Climate Smart Agriculture	300	134	84	15	7	60
Totals	\$10,000	\$2,655	\$2,215	\$1,600	\$2,716	\$814

LEGISLATION: CLIMATE SMART AND TRANSPORTATION

Bill	Status	Summary
SB 684 and AB 1243 Polluters Pay Climate Superfund Act of 2025	Two-year bills	Would require fossil fuel polluters to pay for damages caused by greenhouse gases.
AB 39 General plans: Local Electrification Planning Act	Active	Would require local jurisdictions to prepare and adopt a plan to expand zero-emission technologies, specifically those that benefit disadvantaged groups and communities.
AB 12 Low-carbon fuel standard: regulations	Two-year bill	Would void recent amendments to LCFS regulations that expand incentives for installing EV charging infrastructure and may reduce the value of LCFS credits.
SB 237 Air pollution: gasoline: one stop shop permitting	Active	Would cap the price of LCFS credits and establish a streamlined permitting process for refineries to promote fuel affordability.



SJCE LEGISLATIVE UPDATE 2025

ENERGY- AFFORDABILITY

Ensuring affordability remains a priority in the Legislature amidst recent statewide rate increases.

- **Disconnections –**
 - SB 636 (Menjivar) – Inactive
- **Omnibus Affordability Bills –**
 - SB 254 (Becker) – Assembly U & E Committee
 - AB 825 (Petrie-Norris) – Senate B, P, & ED Committee
- **Topics Covered**
 - Improved Wildfire Coordination
 - Limiting the Rate of Return on Capital Investments
 - Public Transmission Financing
 - Climate Credit
 - POWER Program
 - Clean Energy Project Permitting

SB 540 - CAISO: INDEPENDENT REGIONAL ORGANIZATION

The West-Wide Governance Pathways Initiative (WWGPI) is a multi-state effort to expand the west-wide energy market to help meet our affordability and reliability goals.

- Launched in 2023, the WWGPI has garnered feedback from interested parties ranging from environmental orgs, LSEs, transmission developers to ratepayer advocates prior to SB 540's introduction.
- Supporters contend that the bill is fundamental for a resilient future, improves ratepayer affordability and helps the state reach its carbon neutrality goals, amongst other reasons.
 - CalCCA engaged in the formation of the WWGPI and continues to support SB 540.
- Bill opponents expressed concerns that CA will forfeit its authority, potential impacts to the RPS, the need to increase legislative oversight and ensure adequate mechanisms to withdrawal from the RO, amongst other concerns.
- **Future Amendments?**
- **Bill Status:** Assembly Rules; Pending Referral.

Slide 10

GS0 [@Jimenez, Steven] If CalCCA is the official Sponsor should we add?
Green, Scott, 2025-07-10T17:36:39.020

SJO 0 They aren't but we can mention that they are in support and have engaged throughout the WWGPI process?
Jimenez, Steven, 2025-07-10T18:08:07.599

SJO 1 Here are the official sponsors - California State Association of Electrical Workers (co-source)
Coalition of California Utility Employees (co-source)
Environmental Defense Fund (co-source)
Natural Resources Defense Council (co-source)
Jimenez, Steven, 2025-07-10T18:08:26.361

AB 306 & AB 130 – REACH CODES

Moratorium on reach codes until 2031: Seeks to address LA wildfire rebuild, and perceived affordability impacts to the production of housing.

- CCAs and the environmental community unsuccessfully sought a carve out for existing buildings and to push the moratorium start date back to mid-2026 from October 1st, 2025.
- AB 306 was a leadership backed bill that was included in a budget trailer bill (AB 130) and later adopted in the budget package.
- SJCE expressed concerns to the author's office, committee consultants, and our state delegation; CalCCA adopted an OUA position.

ENERGY - ACCOUNTABILITY BILLS

Legislators are seeking a higher level of accountability for investor-owned utility spending, rate increase requests and safety.

- AB 1167 (Berman): Prohibits IOUs from using ratepayer funding for political influence activities; increases transparency in ratepayer funding spending.
 - Sponsored by TURN and EarthJustice
- SB 24 (McNerney): Prevents IOUs from using ratepayer funding for political lobbying, campaigns, and local efforts to establish a municipal utility.
 - Sponsored by TURN and EarthJustice
- SB 332 (Wahab): Establishes a succession plan for IOUs and increases IOU disconnection reporting.
 - Sponsored by Reclaim our Power and Center for Biological Diversity

ADDITIONAL KEY BILLS

- **Data Centers**

- SB 57 (Padilla): Specialized Tariff for Large-load Customers
- SB 58 (Padilla): Tax Exemption for Data Center Equipment
- AB 93 (Papan): Water Resources Reporting
- AB 222 (Bauer-Kahan): Data Centers Power Usage

- **Geothermal**

- AB 526 (Papan): Geothermal Roadmap (City Support)
- AB 527 (Papan): Geothermal Exploratory Projects (City Support)
- AB 531 (Rodgers): Geothermal Plants Certification and Review (SJCE Support)

- **Public Transmission Financing**

- AB 825 (Petrie-Norris) – Assembly Affordability Omnibus Bill
- SB 254 (Becker) – Senate Affordability Omnibus Bill
- SB 330 (Padilla) – Electrical Transmission Infrastructure: Financing (SJCE Support)

- **Virtual Power Plants**

- AB 44 (Shultz): Load Modification Protocols
- AB 740 (Harabedian): VPP Deployment Plan (SJCE Support)
- SB 541 (Becker): Load Shifting: Distributed Energy Resources

FEDERAL LANDSCAPE

The change in the federal administration is rapidly impacting the clean energy landscape.

- **H.R. 1:** Budget Reconciliation bill was signed into law on July 4th, 2025.
- **Clean Energy Tax Credits Phase Out**
 - **Commercial Clean Energy Tax Credits:** Wind and solar projects must be placed into service by Dec. 31, 2027
 - **Residential and Business Energy Efficiency Tax Credits:** phase out (end of 2025/ mid-2026)
 - **EV tax credits:** phase out (Sept. 2025/ Mid-2026)
- New restrictions on **Foreign Entities of Concern (FEOC)** (Dec. 2025)
 - More restrictions are anticipated through an EO
- Unencumbered federal climate program dollars are swept under H.R. 1

GS0

Slide 14

- GS0** [@Jimenez, Steven] can you please confirm the date? And can we add something about the EV rebate - does that go away on 9/30/25?
Green, Scott, 2025-07-10T17:34:37.065
- SJO 0** Thanks for flagging this! Some of the residential tax credits end in Dec. 2025 and mid 2026. I'll incorporate that and include the EV rebate provisions.
Jimenez, Steven, 2025-07-10T18:26:08.375

QUESTIONS?

**LIVING
BETTER
TODAY FOR
TOMORROW**

Contact us:

ClimateSmart@sanjoseca.gov

Climate Advisory Commission Meeting - July 17, 2025
Attachment D: Intergovernmental Relations Update

Legislation

Federal (119th Congress)

Bill #	Bill Title	Bill Description	Bill Link	City Position
S. 453	Wildfire Intelligence Collaboration and Coordination Act of 2025	This bill would establish a national Wildfire Intelligence Center.	https://www.congress.gov/bill/119th-congress/senate-bill/453	Support (April 2025)
H.R. 1923	Wildfire Safety and Prevention Act of 2025	This bill would provide for the implementation of certain recommendations from the Report of the Wildland Fire Mitigation and Management Commission.	https://www.congress.gov/bill/119th-congress/house-bill/1923	Support (April 2025)
H.R. 1135	Polluters Pay Climate Fund Act of 2025	This bill would impose an assessment related to fossil fuel emissions to establish the Polluters Pay Climate Fund.	https://www.congress.gov/bill/119th-congress/house-bill/1135	Monitor
H.R. 3936	Bicycle Commuter Act of 2025	This bill would amend the Internal Revenue Code to modify employer-provided fringe benefits for bicycle commuting.	https://www.congress.gov/bill/119th-congress/house-bill/3936	Monitor
S. 325	Coordinated Federal Response to Extreme Heat Act of 2025	This bill would establish the National Integrated Heat Health Information System to improve extreme heat preparedness, planning, and response.	https://www.congress.gov/bill/119th-congress/senate-bill/325/	Monitor
H.R. 2990	Coastal State Climate Preparedness Act of 2025	This bill would establish a coastal climate change adaptation preparedness and response program.	https://www.congress.gov/bill/119th-congress/house-bill/2990	Monitor
H.R. 903	Smoke and Heat Ready Communities Act of 2025	This bill would create grant opportunities to support local communities in preparing and mitigating the environmental and public health aspects of wildfire smoke and extreme heat.	https://www.congress.gov/bill/119th-congress/house-bill/903	Monitor

State (2024-2025 Legislative Session)

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
AB 306	Building regulations: state building standards.	Current law requires the governing body of a city or county, before making modifications or changes to those green building standards, to make an express finding that those modifications or changes are reasonably necessary because of local climatic, geological, or topographical conditions. This bill would, from October 1, 2025, to June 1, 2031, inclusive, prohibit a city or county from making changes that are applicable to residential units to the above-described building standards unless a certain condition is met, including that the commission deems those changes or modifications necessary as emergency standards to protect health and safety.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB306	Monitor
AB 431	Advanced Air Mobility Infrastructure Act.	The State Aeronautics Act governs various matters relative to aviation in the state, and authorizes the Department of Transportation to adopt, administer, and enforce rules and regulations for the administration of the act. This bill, the Advanced Air Mobility Infrastructure Act, would require the department to take certain actions related to advanced air mobility, as defined, including, among other things, developing a statewide plan, or updating the statewide aviation plan, to include vertiports, electric aviation charging, and the infrastructure needs of other advances in aviation technology, and designating a subject matter expert for advanced air mobility within the department, as specified.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB431	Monitor
AB 839	California Environmental Quality Act: expedited judicial review: sustainable aviation fuel projects.	The California Environmental Quality Act (CEQA) authorizes the Governor to certify projects meeting certain requirements as infrastructure projects and provide those certified projects with certain streamlining benefits. This bill would authorize the Governor to certify up to 3 sustainable aviation fuel projects, as defined, meeting certain requirements, as infrastructure projects, thereby providing the above streamlining benefits to those projects. By expanding the duties of a lead agency as they relate to infrastructure projects and to sustainable aviation fuel projects, this bill would impose a state-mandated local program.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB839	Monitor
AB 914	Air pollution: indirect 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.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB914	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
SB 318	Air pollution: stationary sources: best available control technology.	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. 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.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB318	Monitor
SB 549	Local government: Second Neighborhood Infill Finance and Transit Improvements Act: Resilient Rebuilding Authority for the Los Angeles Wildfires.	The Second Neighborhood Infill Finance and Transit Improvements Act, or NIFTI-2, authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if certain conditions are met, including that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district. This bill would revise NIFTI-2 to instead authorize, for resolutions adopted under that act’s provisions on or after January 1, 2026, a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate property tax revenues, and to remove the authorization for adoption of a resolution that allocates revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes. The bill would also repeal the condition that the boundaries of the enhanced infrastructure financing district are coterminous with the city or county that established the district.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB549	Monitor
AB 294	Recovery from disaster or emergency: funding priority.	The Office of Emergency Services (OES) is under the supervision of the Director of Emergency Services. This bill would authorize the OES to prioritize funding and technical assistance under specified programs, including, but not limited to, for infrastructure and housing recovery projects, in communities that suffered a loss in population and businesses due to a major federal disaster, state of emergency, or local emergency and have unmet recovery needs as a result of a major federal disaster, state of emergency, or local emergency.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB294	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
AJR11	Building Resilient Infrastructure and Communities program: federal funding cuts.	This bill would urge the President of the United States and the Congress of the United States to immediately restore full funding for the Building Resilient Infrastructure and Communities program.	Signed into law	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AJR11	Monitor
SB 616	Community Hardening Commission: wildfire mitigation program.	Current law requires the Office of Emergency Services to enter into a joint powers agreement, as specified, with the Department of Forestry and Fire Protection to develop and administer a comprehensive wildfire mitigation program, known as the California wildfire mitigation financial assistance program, that, among other things, encourages cost-effective structure hardening and retrofitting that creates fire-resistant homes, businesses, and public buildings. This bill would require the joint powers authority to revise the wildfire mitigation program in accordance with prescribed community hardening standards and guidelines developed pursuant to the bill's provisions, as specified.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB616	Monitor
AB 93	Water resources: demands: data centers.	This bill would require the Department of Water Resources and the State Energy Resources Conservation and Development Commission to develop guidelines and best practices, as specified, to maximize the use of natural resources to address the developing and emerging needs of technology in California that are consistent with urban water use objectives, as provided, and specified federal law.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB93	Monitor
SB 695	Transportation: climate resiliency: projects of statewide and regional significance.	Current law establishes the State Transportation Infrastructure Climate Adaptation Program, administered by the Department of Transportation, for purposes of planning, developing, and implementing projects adapting state transportation infrastructure to climate change. This bill would require the department, in consultation with the commission and the agency, and on or before July 1, 2026, and annually thereafter, to create a prioritized list of projects of statewide and regional significance, as defined, to better prepare the state for extreme weather-related events, with priority based on specified criteria.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB695	Monitor
AB 643	Climate change: short-lived climate	Current law requires the Department of Resources Recycling and Recovery, in consultation with the State Air Resources Board, to adopt regulations to achieve the organic waste reduction goals. This bill would authorize a local jurisdiction to include organic material	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB643	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
	pollutants: organic waste reduction.	used as a beneficial agricultural amendment towards its recovered organic waste procurement target if the material is processed at a facility authorized by the department using specified approved technologies, and if the material is licensed for end use as an agricultural fertilizer by the Department of Food and Agriculture.		vClient.xhtml?bill_id=202520260AB643	
AB 854	California Environmental Quality Act: exemptions.	The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would exempt from CEQA projects that consist of the inspection, maintenance, repair, restoration, reconditioning, reconductoring with advanced conductors, replacement, or removal of a transmission wire or cable used to conduct electricity or other piece of equipment that is directly attached to the wire or cable and that meet certain requirements. If a lead agency determines that a project is exempt from CEQA pursuant to the above provision, the bill would require the lead agency to file a notice of exemption with the Office of Land Use and Climate Innovation and the county clerk in each county in which the project is located, as provided.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB854	Monitor
AB 872	Environmental health: product safety: perfluoroalkyl and polyfluoroalkyl substances.	Current law, known as the Green Chemistry program, requires the Department of Toxic Substances Control to adopt regulations to establish a process to identify and prioritize chemicals or chemical ingredients in consumer products that may be considered as being chemicals of concern. This bill would, beginning January 1, 2028, prohibit a person from distributing, selling, or offering for sale a covered product, as defined, that contains intentionally added PFAS, as defined, unless the department has issued a regulatory response for the covered product pursuant to the Green Chemistry program or the prohibition is preempted by federal law.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB872	Monitor
AB 996	Public Resources: sea level rise plans.	Current law requires local governments lying in whole or in part within the coastal zone or within the jurisdiction of the San Francisco Bay Conservation and Development Commission to, on or before January 1, 2034, develop a sea level rise plan with specified required content as part of a local coastal program that is subject to approval by the California Coastal Commission or the San Francisco Bay Conservation and Development Commission. This bill would authorize the applicable commission, when approving a local coastal plan or an amendment to a local coastal plan, to deem existing sea level rise information or plans prepared by a local government to satisfy the content requirements for a sea level rise plan.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB996	Support
AB 1243	Polluters Pay Climate Superfund Act of 2025.	This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered period, which the bill would define as the time period between the 1990 and 2024 calendar	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1243	Support

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
		years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.		bill_id=202520260AB1243	
SB 89	Glyphosate: prohibition on sale.	Current law provides that the regulation of pesticides is of statewide concern and that the state occupies the whole field of regulation regarding the registration, sale, transportation, or use of pesticides to the exclusion of all local regulation. This bill would prohibit, on and after January 1, 2028, the sale of a product that contains glyphosate in this state, except to a person or business that holds a valid license or certificate issued by the Department of Pesticide Regulation. The bill would require the department to levy a civil penalty of \$100 for each violation of this prohibition.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB89	Monitor
SB 222	Climate disasters: civil actions.	Current law gives a person the right of protection from bodily harm and the right to possess and use property. If a person suffers bodily harm or a loss of their property because of the unlawful act or omission of another, existing law authorizes them to recover compensation from the person at fault, which is known as damages. This bill would authorize a person who suffered physical harm to their person or property totaling at least \$10,000 to bring a civil action against a party responsible for a climate disaster to recover damages, restitution, specified costs, and other appropriate relief. The bill would make responsible parties jointly, severally, and strictly liable to a plaintiff for damages and restitution.	Inactive	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB222	Monitor
SB 237	Air pollution: gasoline: one stop shop permitting.	This bill would require the State Energy Resources Conservation and Development Commission (Energy Commission), in conjunction with the state board, to conduct outreach to the western states to explore the development of a gasoline specification that could be used in a western region, including California, as an alternative to the California-specific specification established by the state board regulations to stabilize the petroleum market and petroleum prices in the western region. The bill would require the commission, by July 1, 2026, to report to the Governor and the Legislature on alternative specifications for gasoline and an assessment of the costs and benefits of each alternative specification included in the report, as provided. This bill would require the state board to amend the Low Carbon Fuel Standard program to reduce the maximum allowable credit price to be the average statewide credit price in effect on January 1, 2025, and would prohibit that amount from increasing annually more than the consumer price index.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB237	Monitor
SB 454	State Water Resources	This bill, which would become operative upon an appropriation by the Legislature, would enact a PFAS mitigation program. As part of that program, the bill would create the PFAS Mitigation Fund in the State Treasury and would authorize certain moneys in the fund to be	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB454	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
	Control Board: PFAS Mitigation Program.	expended by the state board, upon appropriation by the Legislature, for specified purposes. The bill would authorize the state board to expend moneys from the fund in the form of a grant, loan, or contract, or to provide assistance services to water suppliers and sewer system providers, as those terms are defined, for multiple purposes, including, among other things, to cover or reduce the costs for water suppliers associated with treating drinking water to meet the applicable state and federal maximum perfluoroalkyl and polyfluoroalkyl substances (PFAS) contaminant levels. The bill would require a water supplier or sewer system provider to include a clear and definite purpose for how the funds will be used to provide public benefits to their community related to safe drinking water, recycled water, or treated wastewater in order to be eligible to receive funds.		ov/faces/billNavClient.xhtml?bill_id=202520260SB454	
SB 501	Household Hazardous Waste Producer Responsibility Act.	Under current law, as part of the hazardous waste control laws, the Department of Toxic Substances Control (DTSC) generally regulates the management and handling of hazardous waste and hazardous materials. This bill would create a producer responsibility program for products containing household hazardous waste and would require a producer responsibility organization (PRO) to ensure the safe and convenient collection and management of covered products at no cost to consumers or local governments. The bill would define “covered product” to mean a consumer product that is ignitable, toxic, corrosive, or reactive, or that meets other specified criteria, except as specified.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB501	Active
SB 653	Wildfire prevention: environmentally sensitive vegetation management.	Current law requires the Department of Forestry and Fire Protection, in accordance with policies established by the State Board of Forestry and Fire Protection, to assist local governments in preventing future high-intensity wildland fires and instituting appropriate fuels management by making its wildland fire prevention and vegetation management expertise available to local governments, as provided. This bill would define an environmentally sensitive vegetation management project to mean vegetation management that reduces catastrophic wildfire risk over the long term while supporting native wildlife and biodiversity.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB653	Monitor
SB 682	Environmental health: product safety: perfluoroalkyl and polyfluoroalkyl substances.	Current law requires the Department of Toxic Substances Control, on or before January 1, 2029, to adopt regulations to enforce specified covered perfluoroalkyl and polyfluoroalkyl substances (PFAS) restrictions, which include prohibitions on the distribution, sale, or offering for sale of certain products that contain specified levels of PFAS. This bill would, on and after January 1, 2028, prohibit a person from distributing, selling, or offering for sale a cleaning product, cookware, dental floss, juvenile product, food packaging, or ski wax, as provided, that contains intentionally added PFAS, as defined, except for previously used products and as otherwise preempted by federal law.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB682	Support
SB 684	Polluters Pay Climate Superfund Act of 2025	This bill would enact the Polluters Pay Climate Superfund Act of 2025 and would establish the Polluters Pay Climate Superfund Program to be administered by the California Environmental Protection Agency to require fossil fuel polluters to pay their fair share of the damage caused by greenhouse gases released into the atmosphere during the covered	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB684	Support

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
		period, which the bill would define as the time period between the 1990 and 2024 calendar years, inclusive, resulting from the extraction, production, refining, sale, or combustion of fossil fuels or petroleum products, to relieve a portion of the burden to address cost borne by current and future California taxpayers. The bill would require the agency, within 90 days of the effective date of the act, to determine and publish a list of responsible parties, which the bill would define as an entity with a majority ownership interest in a business engaged in extracting or refining fossil fuels that, during the covered period, did business in the state or otherwise had sufficient contact with the state, and is determined by the agency to be responsible for more than 1,000,000,000 metric tons of covered fossil fuel emissions, as defined, in aggregate globally, during the covered period.		bill_id=202520260SB684	
AB 300	Fire hazard severity zones: State Fire Marshal.	Current law requires the State Fire Marshal to identify areas in the state as moderate, high, and very high fire hazard severity zones, as specified. Current law also requires the State Fire Marshal to classify lands within state responsibility areas into fire hazard severity zones, and, by regulation, to designate fire hazard severity zones and assign to each zone a rating reflecting the degree of severity of fire hazard that is expected to prevail in the zone. Current law requires the State Fire Marshal to periodically review very high fire hazard severity zones that are not state responsibility areas, and designated and rated zones that are state responsibility areas, as provided. This bill would instead require the State Fire Marshal, at least once every 5 years, to review areas in the state identified as moderate, high, and very high fire hazard severity zones, and to review lands within state responsibility areas classified as fire hazard severity zones.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB300	Monitor
AB 758	Wildfire: vegetation management.	Current law establishes in the Natural Resources Agency the Department of Forestry and Fire Protection, and requires the department to be responsible for, among other things, fire protection and prevention, as provided. This bill would, on or before January 1, 2028, and every 2 years thereafter, require the department or a local entity to conduct an assessment, as provided, of all undeveloped public lands for which it is primarily responsible for preventing and suppressing fires to ensure that the public land is not a severe fire hazard. (Based on 04/08/2025 text)	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB758	Monitor
SB 653	Wildfire prevention: environmentally sensitive vegetation management	Current law requires the Department of Forestry and Fire Protection, in accordance with policies established by the State Board of Forestry and Fire Protection, to assist local governments in preventing future high-intensity wildland fires and instituting appropriate fuels management by making its wildland fire prevention and vegetation management expertise available to local governments, as provided. This bill would define an environmentally sensitive vegetation management project to mean vegetation management that reduces catastrophic wildfire risk over the long term while supporting native wildlife and biodiversity.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB653	Monitor
SB 782	Enhanced infrastructure	This bill would authorize a city or county to adopt a resolution providing for the division of taxes of any participating entity without following specified procedures for the preparation and adoption of an infrastructure financing plan, if certain conditions are met. The bill	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB782	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
	financing district: climate resilience districts.	would require the entity proposing formation of the district to hold a public meeting to consider the resolution of intention to establish the district and a second public meeting to consider the adoption of the infrastructure financing plan, and would require the entity proposing formation of the district to post specified notices prior to the meetings. The bill would require the resolution to include specified information, including that incremental property tax revenue from the city or county and all affected taxing entities within the district may be used to finance the district's activities.		ov/faces/billNavClient.xhtml?bill_id=202520260SB782	
SB 252	California Environmental Quality Act: exemption: underground powerlines.	The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would exempt from the provisions of CEQA a project to underground powerlines.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB252	Monitor
SB 496	Advanced Clean Fleets Regulation: appeals advisory committee: exemptions.	The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases and requires the state board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from those sources. This bill would require the state board to establish the Advanced Clean Fleets Regulation Appeals Advisory Committee by an unspecified date for purposes of reviewing appeals of denied requests for exemptions from the requirements of the Advanced Clean Fleets Regulation. The bill would require the committee to include representatives of specified governmental and nongovernmental entities. The bill would require the committee to meet monthly and would require recordings of its meetings to be made publicly available on the state board's internet website. The bill would require the committee to consider, and make a recommendation on, an appeal of an exemption request denial no later than 60 days after the appeal is made. The bill would require specified information relating to the committee's consideration of an appeal to be made publicly available on the state board's internet website. (Based on 04/07/2025 text)	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB496	Monitor
AB 12	Low-carbon fuel standard: regulations.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the statewide greenhouse gas emissions limit, as defined, no later than December 31, 2030. Pursuant to the act, the state board has adopted the Low-Carbon Fuel Standard regulations. This bill would void specified amendments to the Low-Carbon Fuel Standard regulations adopted by the state board on November 8, 2024. (Based on 12/02/2024 text)	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB12	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
AB 33	Autonomous vehicles.	This bill would prohibit the delivery of commercial goods, as defined, directly to a residence or to a business for its use or retail sale through the operation of an autonomous vehicle without a human safety operator on any highway within the State of California. The bill would make a first violation of this provision subject to a \$10,000 administrative fine and a \$25,000 administrative fine for subsequent violations. The bill would authorize the department to suspend or revoke the permit of an autonomous vehicle manufacturer for repeated violations of this provision.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB33	Monitor
AB 35	California Environmental Quality Act: clean hydrogen transportation projects.	The California Environmental Quality Act (CEQA) requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. This bill would provide for limited CEQA review of an application for a discretionary permit or authorization for a clean hydrogen transportation project, as defined, by requiring the application to be reviewed through a clean hydrogen environmental assessment, unless otherwise requested by the applicant, as prescribed. The bill would, except as provided, require the lead agency to determine whether to approve the clean hydrogen environmental assessment and issue a discretionary permit or authorization for the project no later than 270 days after the application for the project is deemed complete.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB35	Monitor
AB 61	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB61	Monitor
AB 891	Transportation: Quick-Build Pilot Program.	This bill would establish the Quick-Build Pilot Program to expedite development and implementation of low-cost improvements on the state highway system, as specified. The bill would require the Department of Transportation, on or before December 31, 2027, to develop and publish guidance for the deployment of district quick-build improvements. The bill would require the department, on or before December 31, 2028, to identify and commit to funding a minimum of 6 quick-build improvements statewide.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB891	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
AB 939	The Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026.	This bill would enact the Safe, Sustainable, Traffic-Reducing Transportation Bond Act of 2026 which, if approved by the voters, would authorize the issuance of bonds in the amount of \$20,000,000,000 pursuant to the State General Obligation Bond Law to finance transit and passenger rail improvements, local streets and roads and active transportation projects, zero-emission vehicle investments, transportation freight infrastructure improvements, and grade separations and other critical safety improvements. The bill would provide for the submission of the bond act to the voters at the November 3, 2026, statewide general election.	Inactive	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB939	Monitor
AB 978	Department of Transportation and local agencies: streets and highways: recycled materials	The California Integrated Waste Management Act of 1989 requires the Director of Transportation, upon consultation with the Department of Resources Recycling and Recovery, to review and modify all bid specifications relating to the purchase of paving materials and base, subbase, and pervious backfill materials using certain recycled materials. This bill would indefinitely require a local agency's standard specifications to allow recycled materials at a level no less than the level allowed in the department's specifications for those specified materials. If a local agency's standard specifications do not allow for the use of recycled materials at a level that is equal to or greater than the level allowed in the department's standard specifications on the basis that the use of those recycled materials at those levels is not feasible, the bill would authorize a person bidding on a contract to supply materials subject to those specifications to request the local agency to provide the reason for that determination upon request and would require the local agency to respond to that request, as specified.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB978	Monitor
AB 1132	Department of Transportation: climate change vulnerability assessment: community resilience assessment.	This bill would require the Department of Transportation, on or before January 1, 2029, to identify key community resilience indicators for measuring the impacts of climate-induced transportation disruptions, as specified. The bill would also require the department, on or before January 1, 2030, to include in the Climate Change Vulnerability Assessment reports an evaluation of the broader social and economic impacts on communities connected to the evaluated infrastructure risks, as specified.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1132	Monitor
AB 1207	Climate change: market-based compliance	The California Global Warming Solutions Act of 2006, until January 1, 2031, authorizes the State Air Resources Board to adopt a regulation establishing a system of market-based declining aggregate emissions limits for sources or categories of sources that emit greenhouse gases (market-based compliance mechanism) that meets certain requirements. This bill would require the state board to instead consider the full social cost associated with emitting a metric ton of greenhouse gases, as determined by the United States Environmental Protection Agency in November 2023.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1207	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
	mechanism: price ceiling.			bill_id=202520260AB1207	
AB 1421	Vehicles: Road Usage Charge Technical Advisory Committee.	Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge Technical Advisory Committee in consultation with the Secretary of Transportation to guide the development and evaluation of a pilot program assessing the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law additionally requires the Transportation Agency, in consultation with the commission, to implement the pilot program, as specified. Current law repeals these provisions on January 1, 2027. This bill would extend the operation of the above-described provisions until January 1, 2035.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1421	Monitor
AB 1423	Transportation electrification: electric vehicle charging stations: payment methods: uptime: regulations: violations.	Current law prohibits requiring a person desiring to use an electric vehicle charging station, as defined, that requires payment of a fee from paying a subscription fee in order to use the station, or requiring the person to obtain membership in any club, association, or organization as a condition of using the station. This bill would instead expressly apply that prohibition to direct current fast charging stations and level 1 and 2 charging stations, as provided.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1423	Monitor
SB 30	Diesel-powered on-track equipment: decommissioning: resale and transfer restrictions.	This bill would prohibit a public entity that owns diesel-powered on-track equipment from selling, donating, or otherwise transferring that equipment for continued use after the public entity decommissions the equipment. The bill would exempt the sale, donation, or transfer of that equipment from the prohibition if certain criteria are satisfied, including, among others, that the equipment is deemed to be in one of specified categories of emissions standards designated by the federal government for locomotives and the public entity certifies that the transaction will lead to a net air quality benefit where the receiving entity will be using the equipment.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB30	Monitor
SB 63	San Francisco Bay area: local revenue measure: transportation funding.	This bill would establish the Transportation Revenue Measure District with jurisdiction extending throughout the boundaries of the Counties of Alameda and Contra Costa and the City and County of San Francisco and would require the district to be governed by the same board that governs the commission, thereby imposing a state-mandated local program. The bill would authorize a retail transactions and use tax applicable to the entire district to be imposed by the board of the district or by a qualified voter initiative for a duration of 10 to 15 years, inclusive, and generally in an amount of 0.5%, subject to voter	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB63	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
		approval at the November 3, 2026, statewide general election. After allocations are made for various administrative expenses, the bill would require an unspecified portion of the proceeds of the tax to be allocated by the commission to initiatives included in a specified commission plan and to the Alameda-Contra Costa Transit District, the Peninsula Rail Transit District, commonly known as Caltrain, the San Francisco Bay Area Rapid Transit District, and the San Francisco Municipal Transportation Agency for operating expenses, and would require the remaining proceeds to be subvended directly to the counties comprising the district for public transportation expenses, as prescribed. This bill contains other related provisions and other existing laws.			
SB 71	California Environmental Quality Act: exemptions: environmental leadership transit projects.	The California Environmental Quality Act (CEQA) until January 1, 2030, exempts from its requirements active transportation plans, pedestrian plans, or bicycle transportation plans for the restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and the related signage for bicycles, pedestrians, and vehicles. This bill would extend the operation of the above-mentioned exemption indefinitely. The bill would also exempt a transit comprehensive operational analysis, as defined, a transit route readjustment, or other transit agency route addition, elimination, or modification, from the requirements of CEQA. Because a lead agency would be required to determine whether a plan qualifies for this exemption, the bill would impose a state-mandated local program.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB71	Monitor
SB 74	Office of Land Use and Climate Innovation: Infrastructure Gap-Fund Program.	Current law establishes the Office of Land Use and Climate Innovation in the Governor's office for the purpose of serving the Governor and the Governor's cabinet as staff for long-range planning and research and constituting the comprehensive state planning agency. This bill would require the office, upon appropriation by the Legislature, to establish the Infrastructure Gap-Fund Program to provide grants to local agencies for the development and construction of infrastructure projects, as defined, facing unforeseen costs after starting construction. The bill would authorize the office to provide funding for up to 20% of a project's additional projected cost, as defined, after the project has started construction, subject to specified conditions, including, among other things, that the local agency has allocated existing local tax revenue for at least 45% of the initially budgeted total cost of the infrastructure project. When applying to the program, the bill would require the local agency to demonstrate challenges with completing the project on time and on budget and how the infrastructure project helps meet state and local goals, as specified.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB74	Monitor
SB 445	Transportation: planning: Sustainable Transportation Project	The bill would authorize the Secretary of Transportation to grant a waiver to a local agency, as defined, that is seeking to design and construct a sustainable transportation project, as defined, from any standards, criteria, specifications, requirements, or other conditions of a third party, as defined, applicable to the sustainable transportation project if the secretary determines that granting the waiver will assist the local agency in delivering the sustainable transportation project in a cost-efficient and timely manner. This bill would also require a third party, which is defined as a local agency or utility, to publish online by	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB445	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
	Delivery Reform Act.	July 1, 2026, a list of every permit or approval that it may require for a facility rearrangement, as defined, and all objective standards, criteria, specifications, and requirements used in evaluating requests by lead agencies, as defined, for delivery of facility rearrangements, as specified. The bill would require the lead agency to provide a specified notice to each third party it reasonably expects it will need to get permits or approvals from or otherwise coordinate with to deliver the facility rearrangements.			
SB 480	Autonomous vehicles.	Current law prohibits the operation of an autonomous vehicle on public roads until the manufacturer submits an application to the Department of Motor Vehicles, as specified, and that application is approved. Current law requires the department to adopt regulations setting forth requirements for the submission and approval of an application, including, among other things, any testing, equipment, and performance standards the department concludes are necessary to ensure the safe operation of autonomous vehicles on public roads, as specified. This bill would, commencing January 1, 2026, authorize an autonomous vehicle to be equipped with automated driving system (ADS) marker lamps in accordance with specified standards. For purposes of this provision, the bill would define an “ADS marker lamp” as a device that emits a light to indicate when an ADS is engaged in the operation of the vehicle.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB480	Monitor
AB 39	General plans: Local Electrification Planning Act.	The Planning and Zoning Law requires a city or county to adopt a comprehensive general plan for the city’s or county’s physical development that includes various elements, including, among others, a land use element that designates the proposed general distribution and general location and extent of the uses of the land in specified categories, and a circulation element that identifies the location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, as specified. This bill, the Local Electrification Planning Act, would require each city, county, or city and county, on or after January 1, 2027, but no later than January 1, 2030, to prepare and adopt a specified plan, or integrate a plan in the next adoption or revision of the general plan, that includes locally based goals, objectives, policies, and feasible implementation measures that include, among other things, the identification of opportunities to expand electric vehicle charging and other zero-emission vehicle fueling infrastructure, as specified, and includes policies and implementation measures that address the needs of disadvantaged communities, low-income households, and small businesses for equitable and prioritized investments in zero-emission technologies that directly benefit these groups.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB39	Monitor
AB 44	Energy: electrical demand forecasts.	Current law requires the State Energy Resources Conservation and Development Commission, at least every 2 years, to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices. This bill would require the commission, on or before December 1, 2026, and in consultation with load-serving entities and resource aggregators, to define and publicize	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
		methodologies for load modification protocols by which a load-serving entity may reduce or modify its electrical demand forecast upon aggregated system operation, as specified.		bill_id=202520260AB44	
AB 61	Electricity and natural gas: legislation imposing mandated programs and requirements: third-party review.	The Public Advocate’s Office of the Public Utilities Commission is established as an independent office within the commission to represent and advocate on behalf of the interests of public utility customers and subscribers within the jurisdiction of the commission. This bill would require the office to establish, by January 1, 2027, a program to, upon request of the Legislature, analyze legislation that would establish a mandated requirement or program or otherwise affect electrical or gas ratepayers, as specified. The bill would require the office to develop and implement conflict-of-interest provisions that would prohibit a person from participating in an analysis for which the person knows or has reasons to know that the person has a material financial interest. The bill would repeal these provisions on January 1, 2032.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB61	Monitor
AB 222	Data centers: power usage effectiveness: cost shifts.	Current law, on or before January 1, 2026, and before each time thereafter that a generative artificial intelligence system or service, as defined, or a substantial modification to a generative artificial intelligence system or service, released on or after January 1, 2022, is made available to Californians for use, regardless of whether the terms of that use include compensation, requires a developer of the system or service to post on the developer’s internet website documentation regarding the data used to train the generative artificial intelligence system or service. This bill would require a developer, before using a covered model commercially or before making a covered model available for use by a third party, to estimate the total energy used to develop the covered model and the percentage of the total energy used to develop the covered model that was generated in California.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB222	Monitor
AB 526	Energy: in-state geothermal energy generation.	Current law establishes a state policy that eligible renewable energy resources and zero-carbon resources supply 90% of all retail sales of electricity to California end-use customers by December 31, 2035, 95% of all retail sales of electricity to California end-use customers by December 31, 2040, 100% of all retail sales of electricity to California end-use customers by December 31, 2045, and 100% of electricity procured to serve all state agencies by December 31, 2035, as provided. This bill would require the Energy Commission, in coordination with specified agencies, to develop a strategic plan for new in-state geothermal energy in California, as specified. The bill would require the Energy Commission to submit the strategic plan to the Natural Resources Agency and the Legislature on or before June 30, 2027. The bill would require the Energy Commission, in coordination with specified agencies, to work with stakeholders, other relevant federal, state, and local agencies, interested Native American tribes, California load-serving entities, and the geothermal energy industry to identify suitable and recommended locations for the development of new in-state geothermal energy.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB526	Support

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
AB 527	California Environmental Quality Act: geothermal exploratory projects: geothermal field development projects.	Current law establishes the Geologic Energy Management Division in the Department of Conservation, under the direction of the State Oil and Gas Supervisor, who is required to supervise the drilling, operation, maintenance, and abandonment of wells so as to permit the owners or operators of those wells to utilize all methods and practices known to the industry for the purpose of increasing the ultimate recovery of geothermal resources, as provided. This bill provides that “geothermal exploratory project” includes, among other things, equipment and activities necessary to establish interconnectivity between wells and reservoirs. The bill would, until January 1, 2031, exempt geothermal exploratory projects for which the county is the lead agency that meet specified conditions from CEQA. The bill would authorize the lead agency to require the project applicant to file an indemnity bond before it makes its determination pursuant to this exemption, as specified. The bill would require the lead agency, at least 30 days before the making the determination to approve or carry out a change in use pursuant to this exemption, to post a written notice on its internet website and at the project site. The bill would require, if the lead agency determines that the project is not subject to CEQA pursuant to this exemption, the lead agency to file a notice with the State Clearinghouse in the Office of Land Use and Climate Innovation and with the county clerk of the county in which the project is located, as provided.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB527	Monitor
AB 531	Geothermal powerplants and projects: certification and environmental review.	Current law authorizes persons proposing specified electrical generation, electrical transmission, hydrogen production, and energy storage projects to apply, on or before June 30, 2029, to the State Energy Resources Conservation and Development Commission (Energy Commission) to certify sites and related facilities as environmental leadership development projects, as specified. This bill would expand the types of facilities eligible to be certified as environmental leadership development projects by the Energy Commission to include geothermal powerplants and geothermal field development projects, as defined.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB531	Support
AB 615	Power facilities: emergency response and action plans.	Current law requires an application to be filed with the State Energy Resources Conservation and Development Commission for certification of a site and related facility which includes an electric transmission line or thermal powerplant, or both. This bill would require that those applications also contain emergency response and action plans, to be paid for by the applicant, that incorporate impacts to the surrounding areas in the event of an emergency and that would be conducted and coordinated with local emergency management agencies, unified program agencies, and local first response agencies. The bill would require that applications for an energy storage system also contain emergency response and action plans to be paid for by the applicant.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB615	Monitor
AB 706	Forest Organic Residue, Energy, and	This bill would establish the fire fuel reduction program to support sufficient procurement, transport, and beneficial use of forest biomass waste to reduce fuel for wildfires by up to 15,000,000 bone-dry tons of forest biomass waste per year. The bill would establish the	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB706	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
	Safety Transformation and Wildfire Prevention Fund Act.	FOREST and Wildfire Prevention Fund in the State Treasury and would continuously appropriate the fund to the Natural Resources Agency for this program, as specified.		vClient.xhtml?bill_id=202520260AB706	
AB 729	Public utilities: climate credits.	Current law, except as provided, requires revenues received by an electrical corporation as a result of the direct allocation of greenhouse gas allowances to electrical distribution utilities to be credited directly to residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporation, commonly known as the electric California Climate Credit. This bill would require that the electric California Climate Credit be provided to the residential and small business retail customers of electrical corporations on the bills of those customers for the months of August and September of each year, and to the emissions-intensive trade-exposed retail customers of electrical corporations on the bills of those customers for the month of August of each year, unless otherwise directed by the commission, as specified.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB729	Monitor
AB 740	Virtual power plants: load shifting: integrated energy policy report.	This bill would require the State Energy Resources Conservation and Development Commission, on or before November 1, 2026, to adopt a virtual power plant deployment plan. The bill would require the Energy Commission, in developing the plan, to take certain actions, and would require that the plan meet specified requirements. The bill would require the plan adopted pursuant to these provisions to be included in the above-described integrated energy policy report.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB740	Monitor
AB 745	Electricity: climate credits.	The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating of greenhouse gases. This bill would require the credit provided to residential customers of an electrical corporation to be provided on the bills of those customers for the months of July, August, and September of each year, or as otherwise directed by the commission to address extreme, unforeseen, and temporary circumstances. The bill would require the credit to be volumetric, rather than independent of consumption.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB745	Monitor
AB 825	Energy: electricity.	This bill would create the Public Transmission Financing Fund within the State Treasury for the purpose of financing eligible transmission projects, as defined, and projects that are necessary to meet the state's clean energy goals to reduce or offset ratepayer costs associated with the public benefits of transmission projects. The bill would make the moneys in the fund, except as specified, continuously appropriated, without regard to fiscal year, for the support of eligible entities, as defined, and available for expenditure for the	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB825	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
		above-described purpose. By establishing a continuously appropriated fund, the bill would make an appropriation.			
AB 942	Net energy metering: eligible customer-generators: tariffs.	Current law requires each electrical utility, including each electrical corporation, local publicly owned electric utility, electrical cooperative, or other entity that offers electrical service, except as specified, to develop a standard contract or tariff that provides for net energy metering (NEM), which, among other things, compensates each eligible customer-generator, as defined, for the electricity it generated during a preceding 12-month period that exceeds the electricity supplied by the electrical utility through the electrical grid to the eligible customer-generator during that same period, as provided. This bill would, on and after January 1, 2026, for a large electrical corporation customer that becomes a new eligible customer-generator by purchasing real property that contains a renewable electrical generation facility upon which a prior eligible customer-generator took service, require the new eligible customer-generator to take service under the then-current applicable tariff adopted by the commission after December 1, 2022, disqualify the new eligible customer-generator from eligibility for the avoided cost calculator plus glide path, as specified, and require the new eligible customer-generator to pay all non-bypassable charges that are applicable to customers that are not eligible customer-generators.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB942	Monitor
AB 1095	Data centers: waste heat energy.	This bill would authorize the California Infrastructure and Economic Development Bank (I-Bank) to provide financial assistance in connection with the financing or refinancing of an additional category of climate catalyst projects, those projects that enable the capture and conversion of data centers' waste heat, with the State Energy Resources Conservation and Development Commission (Energy Commission) as the consulting agency. If multiple projects seek funding under this category of climate catalyst projects, the bill would require the consulting agencies to prioritize funding based on state policy and on financial considerations, as determined by the Energy Commission. By expanding the purposes for which moneys in the fund may be expended, the bill would make an appropriation.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1095	Monitor
AB 1104	Net energy metering: construction of renewable electrical generation facilities: public works project requirements.	Current law requires each electrical utility or other entity that offers electrical service, except as specified, to develop a standard contract or tariff that provides for net energy metering (NEM), that, among other things, compensates each eligible customer-generator, as defined, for the electricity it generated, as provided. This bill would revise and recast the provisions deeming a housing development project an allowable use on any real property owned by a local educational agency. The bill would require the housing development to satisfy specified conditions and would apply the specified procedural requirements of the Housing Accountability Act to review of housing development projects subject to these provisions.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1104	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
AB 1117	Electricity: rates: optional dynamic rate tariffs.	Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Current law authorizes the commission to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. This bill would require the commission, through a new or existing proceeding, to develop optional dynamic rate tariffs applicable to each large electrical corporation for the large electrical corporation's commercial and industrial customers on or before July 1, 2028, and for its other customers, including residential customers, on or before July 1, 2030. The bill would require each optional dynamic rate tariff to include, at minimum, specified components, including time-varying transmission and distribution rates that reflect dynamic grid constraints and non-bypassable charges, as specified.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1117	Monitor
AB 1167	Electrical corporations and gas corporations: rate recovery: political activities and promotional advertising.	Current law authorizes the Public Utilities Commission to fix the rates and charges for public utilities, including electrical corporations and gas corporations, and requires those rates and charges to be just and reasonable. Under current law, a regulated public utility is prohibited from using ratepayer funds for advocacy-related activities that are political or do not otherwise benefit ratepayers. This bill would prohibit, except as provided, an electrical corporation or gas corporation from recording various expenses associated with political influence activities, as defined, or with promotional advertising, as defined, to accounts that contain expenses that the electrical corporation or gas corporation recovers from ratepayers, as specified. The bill would require electrical corporations and gas corporations to clearly and conspicuously disclose in all of its public messages whether the costs of the public messages are paid for by the corporation's shareholders or ratepayers.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1167	Monitor
AB 1182	State Energy Resources Conservation and Development Commission: report: electrical grid infrastructure manufacturing.	This bill would require the State Energy Resources Conservation and Development Commission to prepare and submit a report, on or before July 1, 2026, to the Governor and the Legislature regarding the status of electrical transmission and distribution grid infrastructure manufacturing in this state.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1182	Monitor
AB 1260	Electricity: renewable energy subscription programs.	Current law requires the Public Utilities Commission (PUC) to evaluate each customer renewable energy subscription program to determine if the program meets certain goals and determine whether it would be beneficial to ratepayers to establish a new tariff or program or modify an existing tariff or program to establish a community renewable energy program consistent with certain requirements, including a requirement that the program provides bill credits to subscribers based on the avoided costs of the program's facilities, as	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1260	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
		provided. Pursuant to this requirement, the PUC has adopted a community renewable energy program. This bill would revise and recast the requirements for the customer renewable energy subscription program to, among other things, specify that the avoided costs include certain avoided cost values. The bill would impose additional requirements that the program is required to meet, including requiring facilities participating in the program to have no more than 5 megawatts of generation capacity and no more than 5 megawatts of storage, and capping the total program capacity at 5 gigawatts or ending program subscription after 7 years, when either limit is first reached. The bill would require the PUC, on or before September 1, 2026, to adopt or modify the community renewable energy program to ensure consistency with certain requirements, as provided. The bill would require each community choice aggregator and electric service provider, within 180 days of the adoption or modification of the program, to notify the PUC regarding whether it will participate in the program. The bill would authorize a community choice aggregator or electric service provider to begin participating in, or end its participation in, the program at any time by notifying the PUC.		bill_id=202520260AB1260	
AB 1301	Electricity: Power Exchange.	Current law establishes a Power Exchange as a nonprofit public benefit corporation to provide an efficient competitive auction, open on a nondiscriminatory basis to all suppliers of electricity, that meets the loads of all of its customers at efficient prices. This bill would abolish the Power Exchange and would make various conforming changes.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1301	Monitor
AB 1372	Renewable electrical generation facilities: electrified commuter railroads: regenerative braking: net billing.	Current law requires every electric utility, except as provided, to develop a standard contract or tariff providing for net energy metering, and to make this standard contract or tariff available to eligible customer-generators using renewable electrical generation facilities, as specified. Pursuant to its authority, the commission issued a decision revising net energy metering tariff and sub tariffs, commonly known as the net billing tariff. This bill would include the regenerative braking from electric trains as a renewable electrical generation facility for those purposes, as provided.	Two-year bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260AB1372	Monitor
AB 1408	Electricity: interconnections.	Current law establishes the Independent System Operator (ISO) as a nonprofit, public benefit corporation and requires the ISO, among other duties, to ensure the efficient use and reliable operation of the transmission grid consistent with the achievement of planning and operating reserve criteria, as provided. This bill would require the ISO to integrate	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
		surplus interconnection considerations into its long-term transmission planning and enhance transparency around surplus interconnection opportunities, as specified.		bill_id=202520260AB1408	
SB 24	Public utilities: review of accounts: electrical and gas corporations: rates: political influence activities and promotional advertising	This bill would prohibit, except as provided, an electrical corporation or gas corporation from recording various expenses associated with political influence activities, as defined, promotional advertising, as defined, or opposing the municipalization of electrical or gas service, to accounts that contain expenses that the electrical corporation or gas corporation recovers from ratepayers, as specified. The bill would require each electrical corporation or gas corporation to clearly and conspicuously disclose in all of its public messages whether the costs of the public messages are paid for by the corporation's shareholders or ratepayers, as provided. The bill would require each electrical corporation or gas corporation, on or before May 31, 2026, and annually thereafter, to include, as part of a specified statement to the commission, certain information. The bill would require the commission to make the report publicly available	Active	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB24	Monitor
SB 57	Electrical corporations: tariffs.	This bill, the Ratepayer and Technological Innovation Protection Act, would require the commission, on or before July 1, 2026, to establish or modify a special electrical corporation tariff for transmission and distribution service to eligible customers, as defined, that, among other things, ensures just and reasonable rates for customers of electrical corporations and does not result in cost shifts to customers who do not receive the tariff. The bill would authorize the commission to require an eligible customer, as defined, to site distributed energy storage systems and backup power systems that better enable the state to meet its emission reduction goals. The bill would authorize the commission to establish eligibility criteria for service under the special electrical corporation tariff requiring an eligible customer to meet its load requirements with eligible renewable energy and zero-carbon resources from any retail seller.	Active	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB57	Monitor
SB 58	Sales and Use Tax Law: exemptions: certified data center facilities.	This bill would, on and after January 1, 2026, provide a partial exemption from sales and use taxes with respect to the gross receipts from the sale, storage, use, installation, assembly, repair, maintenance, or other consumption of data center equipment, as defined, used at or for the benefit of a certified data center facility, as defined. The bill would require a data center facility to meet specified requirements in order to receive certification from the California Department of Tax and Fee Administration, including requirements relating to job creation, investment, and renewable energy procurement requirements. The bill would require the department to revoke certification where a data center facility obtains certification and subsequently fails to meet these requirements after reasonable opportunity for the data center facility to cure noncompliance.	Active	https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB58	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
SB 254	Electricity: wildfire mitigation: rate assistance: Policy-Oriented and Wildfire Electric Reimbursement (POWER) Program.	Current law establishes the Wildfire Safety Division and requires the division to perform certain regulatory functions related to the wildfire mitigation plans of electrical corporations. Current law transferred all functions of the Wildfire Safety Division to the Office of Energy Infrastructure Safety effective July 1, 2021. This bill would repeal the Wildfire Safety Division. This urgency bill proposes various policies related to electrical corporations, including changes to: wildfire mitigation regulatory framework, the allocation to customers of the Climate Credit, electric transmission infrastructure permitting and deployment, permitting of clean energy infrastructure, including energy storage facilities, and various proposals to address electricity utility bills, including prohibiting equity rate basing by electrical corporations of \$15 billion in capital investments	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB254	Monitor
SB 283	Energy storage systems.	The California Building Standards Law, establishes the California Building Standards Commission within the Government Operations Agency and sets forth its powers and duties, including approval and adoption of building standards and codification of those standards into the California Building Standards Code. This bill would require the building commission and the Office of the State Fire Marshal to adopt provisions that are at least as protective as the most recently published edition of the National Fire Protection Association (NFPA) 855, Standard for the Installation of Stationary Energy Storage Systems, (NFPA 855 Standard) in the next update of the California Building Standards Code adopted after July 1, 2026.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB283	Monitor
SB 330	Electrical transmission infrastructure: financing.	Current law makes an environmental leadership development project, as defined, that meets specified requirements and is certified by the Governor eligible for streamlined procedures under the California Environmental Quality Act (CEQA). This bill would authorize the Governor to establish one or more pilot projects to develop, finance, or operate electrical transmission infrastructure that meets specified criteria, including, among other things, that the transmission infrastructure is identified by the Independent System Operator in its transmission planning process as a project subject to competitive bidding and necessary to support clean energy generation to meet the state's clean energy goals. The bill would require the Governor to designate existing state agencies, local public agencies, tribal organizations, or joint powers authorities to implement the pilot projects.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB330	Support
SB 540	Independent System Operator: independent regional	Current law provides for the establishment of an Independent System Operator (ISO) as a nonprofit public benefit corporation and requires the ISO to ensure efficient use and reliable operation of the electrical transmission grid consistent with achieving planning and operating reserve criteria no less stringent than those established by the Western Electricity Coordinating Council and the North American Electric Reliability Council. This bill would delete the above-described provisions providing for the transformation of the ISO into a regional organization. The bill would authorize the ISO and the electrical	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB540	Monitor

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
	organization: California Renewables Portfolio Standard Program.	corporations that are participating transmission owners whose transmission systems are operated by the ISO to use voluntary energy markets governed by an independent regional organization, only if specified requirements are satisfied. The bill would authorize the ISO, on or after January 1, 2028, to implement tariff modifications accepted by the Federal Energy Regulatory Commission to operate the energy markets whose rules are governed by an independent regional organization if the governing board of the ISO adopts a resolution, as specified, finding that each of the specified requirements have been, or will be, adopted by the independent regional organization.		bill_id=202520260SB540	
SB 332	Investor-Owned Utilities Accountability Act.	Current law vests the State Energy Resources Conservation and Development Commission (Energy Commission) with various responsibilities for developing and implementing the state's energy policies. This bill would require the Energy Commission to select a research institute, as defined, to conduct a comparative analysis of the benefits and challenges of transitioning the electrical corporations to a public entity, nonprofit public benefit corporation, or mutual benefit corporation in order to identify a recommended model, as provided. The bill would require the research institute to complete the analysis on or before January 1, 2029, and, upon completion, to submit the analysis to the Legislature and the Energy Commission. The bill would require the Energy Commission to make a draft of the analysis available to the public for comment before submitting the final draft to the Legislature, and would limit the cost of conducting the analysis to \$5,000,000.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB332	Monitor
SB 541	Electricity: load shifting: distributed resources.	Current law requires the State Energy Resources Conservation and Development Commission (Energy Commission), in consultation with the specified entities, to adopt a biennial integrated energy policy report containing certain information in a specified format. Current law requires the Energy Commission, in consultation with the Public Utilities Commission (PUC) and the Independent System Operator, to adopt a goal for load shifting to reduce net peak electrical demand and adjust this target in each biennial integrated energy policy report thereafter. This bill would require the Energy Commission, as part of each integrated energy policy report, to divide the load shifting needed to reach the above-described load-shifting goal, including biennial adjustments to the goal, across retail suppliers, as defined, based on the commission's estimate of each retail supplier's load-shifting potential, including consideration of the relative share of statewide load of each retail supplier, and other relevant factors, as specified.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB541	Monitor
SB 636	Electrical or gas corporations: deferment of payments: hardship.	This bill would prohibit an electrical or gas corporation from disconnecting service of a customer for 3 months, if the customer meets certain requirements, as provided. The bill would require the corporation to grant that customer a 3-month deferment for any and all payments due from the date that the deferment is granted. Upon the expiration of the deferment period, the bill would require the customer to enroll in the electrical or gas corporation's arrearage management program or be enrolled in an available payment plan for which the customer is eligible, if the customer is not eligible for the arrearage management plan, for any and all debts on the customer's account. The bill would prohibit	Two-year Bill	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB636	Support

Bill #	Bill Title	Bill Description	Bill Status	Bill Link	City Position
		a customer who participates in the payment deferral from being eligible for a subsequent 3-month payment deferral within 18 months of their participation in the payment deferral. The bill would authorize the commission to adopt rules to implement these provisions.			
SB 842	Energy: firm zero-carbon resources.	Current law vests the Public Utilities Commission with regulatory authority over public utilities, including electrical corporations. Existing law requires electrical corporations to submit information to the commission for various purposes, as provided. This bill would require the commission, on or before December 31, 2026, to produce a report identifying opportunities and needs to provide for local and system reliability with firm zero-carbon resources over the short term, midterm, and long term, as provided.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB842	Monitor
SB 840	Greenhouse gases: report.	The California Global Warming Solutions Act of 2006 requires the State Air Resources Board, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective greenhouse gas emissions reductions to ensure that the statewide greenhouse gas emissions are reduced to at least 40% below the 1990 levels no later than December 31, 2030. This bill would extend indefinitely the requirement for the Legislative Analyst's Office to annually submit to the Legislature the report on the economic impacts and benefits of those greenhouse gas emissions targets. The bill would require the committee, at a public hearing, to review the annual report by the Legislative Analyst's Office.	Active	https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=202520260SB840	Monitor

Regulations

Federal

- Surface Transportation Reauthorization
 - The Infrastructure Investment and Jobs Act that passed in November 2021 authorized federal surface transportation programs that are expiring September 30, 2026. Surface transportation legislation is typically authorized every few years and provides federal funding for infrastructure projects, including roads, bridges, waterways, and mass transit. A multi-year reauthorization provides cities and states with the long-term certainty they need to plan and execute many important transportation infrastructure projects. A major challenge for the next surface transportation package is that the Highway Trust Fund is projected to be exhausted by 2028, and creative solutions will be required to maintain funding availability. In January 2025, the House Transportation and Infrastructure Highways and Transit Subcommittee initiated hearings on reauthorization, to which the City's Department of Transportation submitted the City's funding priorities in May 2025.

- National Environmental Policy Act (NEPA) Reform
 - In July 2025, federal Department of Transportation Secretary Duffy released three sets of landmark revisions to the Department's National Environmental Policy Act (NEPA) implementing procedures. These revisions propose to significantly reduce the Department's NEPA procedures, remove procedural barriers, accelerate major infrastructure projects, minimize delays, and decrease compliance costs. These revisions combine six separate sets of procedures into one, providing a one-stop shop for Department NEPA reviews. Two other sets of revisions include the NEPA procedures for the Federal Aviation Administration, and the procedures used by the Federal Highway Administration, Federal Railroad Administration, and the Federal Transit Administration, with the goal of maintaining hard deadlines, simplifying categorical exclusions, and accelerating infrastructure projects.

State

- Cap-and-Trade Reauthorization
 - In March 2025, the California Joint Committee on Climate Change Policies kicked off the reauthorization process for the state's cap-and-trade program, which is set to expire in 2030. This process will determine how the state regulates and prices greenhouse gas emissions and how the corresponding revenue in the Greenhouse Gas Reduction Fund is allocated. Businesses with high greenhouse gas emissions – which comprise approximately three-quarters of the state's total emissions – are required by the state to reduce greenhouse gases. However, the businesses can buy a limited number of credits each year from the California Air Resources Board to cover their emissions. The process creates a market price for the credits, with auction proceeds going toward the state's Greenhouse Gas Reduction Fund. The fund has generated roughly \$30 billion over the last ten years, often distributed to cities and others as grants for transit, rail, transportation, air quality, affordable housing, safe drinking water, and organic waste programs. The reauthorization is anticipated to be completed towards the end of the 2025 legislative session. The City's Department of Transportation and Environmental Services Departments have shared department-specific priorities with state leadership for consideration.
- Advanced Clean Fleets
 - The Advanced Clean Fleets regulation was approved in April 2023 by the California Air Resources Board to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles to reduce tailpipe emissions. This regulation took effect on January 1, 2024, requiring fleet operators to phase zero-emission vehicles into their fleets by requiring and increasing the percentage of vehicle acquisitions to be zero-emission, with escalating compliance deadlines until all fleet purchases are zero-emission vehicles by 2030. On January 13, 2025, CARB withdrew the state's request for a Clean Air Act waiver for its Advanced Clean Fleet (ACF) regulation that was submitted in November 2023. However, this withdrawal does not currently impact state and local government fleets that are still subject to the ACF regulation as a waiver is not required for government fleets. While the City strongly supports fleet electrification and efforts are already underway to phase in zero-emission vehicles, the compliance timeline established through ACF regulation is

extraordinarily challenging. The City's Intergovernmental Relations team and the City's Public Works Department have engaged the League of California Cities and the California Air Resources Board to discuss these challenges and explore available waivers. In February 2025, SB 496 (Hurtado) was introduced that would establish an Appeals Advisory Committee for the ACF regulation to review appeals of denied requests; however, the bill did not make it through Senate Appropriations Committee.

Funding

Federal

- **Reconciliation Bill**

On July 1, 2025, the U.S. Senate passed the reconciliation bill, the One Big Beautiful Bill Act, and sent it back to the House of Representatives for a final vote. The bill will enact major programmatic spending cuts to a number of federal programs, including housing, social services, and clean energy. While the Direct Pay provision supporting local government clean energy projects remains intact, the tax credits are proposed to be phased out considerably sooner than the existing timeline. Additional complex requirements are proposed to be added to Direct Pay which will limit the ability of local governments to take advantage of the tax credits. The bill also proposes to claw back unobligated funding and to repeal various grant programs available to local governments through the Inflation Reduction Act that were administered by the federal Department of Transportation and the Environmental Protection Agency. The bill also phases out tax credits for wind and solar projects and rescinds tax credits for purchases of electrical vehicles. The bill is anticipated to be taken up by the House in early July.

- **Federal Funding at Risk**

- Due to the change in Presidential administration in January 2025, there is significant uncertainty regarding the federal government's ability to fund grant obligations. The City has several federal grant agreements from prior years, both executed and unexecuted, that have not yet been obligated. This includes agreements in the tens of millions of dollars for safety improvements at street intersections and the City's new automated speed enforcement program. This grant funding is critical to increasing pedestrian and bicyclist safety and realizing Vision Zero. Executed agreements that are facing uncertainty include a \$6.6 million grant from the federal Department of Agriculture Forest Service's Urban and Community Forestry grant program that was awarded to the City's Department of Transportation and the Parks, Recreation, and Neighborhood Services Department in September 2023, and a \$1 million grant from the Environmental Protection Agency's Environmental Justice Government-to-Government grant program that was awarded to the City's Department of Transportation. While some unexecuted grant agreements have been rescinded by the administering federal agency, other unexecuted grant agreements have been moved forward with revised grant terms and conditions which conflict with City policies and priorities. Along with numerous cities and counties across the country, the City has engaged in litigation to challenge the legality of the revised terms and conditions, which remains underway.

- **Charging and Fueling Infrastructure Grant**
 - On January 6, 2025, the City and Silicon Valley Clean Energy were awarded \$12 million from the Federal Highway Administration's Charging and Fueling Infrastructure discretionary grant program for electric vehicle infrastructure. The project will install 237 electric vehicle charging ports across the South Bay within the Silicon Valley Clean Energy service area, including 120 electric vehicle charging ports that will be installed at 12 City-owned public libraries, community centers, and parks. The project will serve many communities throughout the region, including parks, a public health clinic, community centers, public parking lots, and municipal fleet facilities. Due to the change in Presidential administration and subsequent Executive Orders the status of this grant award is uncertain.
- **Low Carbon Transportation Materials Grant**
 - In November 2024, the City's Department of Transportation applied for \$39.6 million from the Federal Highway Administration's Low Carbon Transportation Materials grant. The application would fund the build-out of a program for a Citywide implementation framework to transition to more sustainable construction materials with significantly lower greenhouse gas emissions, especially in road repaving. This grant would further the City's goal to reduce greenhouse gas emissions by 80% below 1990 levels by 2050 and achieve communitywide carbon neutrality by 2030. Due to the change in Presidential administration and subsequent Executive Orders the timing of grant awards and the status of this grant program is uncertain.
- **Better Utilizing Investments to Leverage Development (BUILD) Grant**
 - In January 2025, the City's Department of Transportation submitted an application for the federal Department of Transportation's Better Utilizing Investments to Leverage Development (BUILD) grant program, which replaced the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant program. The application was for \$12.9 million that would provide for the design and environmental phases of the Airport Connector project. Award announcements are anticipated by late summer 2025.
- **BART Silicon Valley Phase II**
 - In August 2024, the Federal Transit Administration accepted the BART Silicon Valley Phase II project and made a historic commitment of \$5.1 billion for the project, contingent on a Full Funding Grant Agreement. However, at that time, the funding commitment was approximately \$700 million less than the amount requested by the Santa Clara Valley Transportation Authority (VTA). Over the past year VTA has worked to identify solutions to close the remaining funding gap in order to be able to secure the Full Funding Grant Agreement and has identified approximately \$400 million in savings through design modifications, such as modifying the four stations' designs and converting expensive parking structures to surface lots. Additionally in June 2025, VTA was awarded \$100 million in Senate Bill 1 Road Repair and Accountability Act funding, from the California Transportation Commission for the project which will further reduce the funding gap.

State

- FY 2025 – 2026 State Budget
 - On June 27, 2025, Governor Newsom signed Senate Bill 101, which approved the state’s FY 2025 – 2026 budget and resolved a \$12 billion deficit without significant programmatic cuts. The budget includes \$228 billion in spending from the state’s General Fund in FY 2025 – 2026, an estimated \$89 billion of special fund spending, and \$4 billion of bond spending. Additionally, as of the May Revision, \$174 billion of federal funds spending was projected to flow through the state treasury, but that amount may change significantly based on upcoming actions by Congress. The adopted budget serves as a framework for the state’s FY 2025 -2026 budget, however, additional details are actively being addressed through the passage of junior budget bills, known as trailer bills, which add the provisions necessary to implement the budget. Notably, through the passage of SB 131, substantial changes were made to the California Environmental Quality Act (CEQA) that exempted from CEQA housing projects in urban areas in addition to rail stations and manufacturing facilities. Several additional budget trailer bills are anticipated to be finalized following the legislative recess.
- Proposition 4
 - In the November 5, 2024 election, voters approved Proposition 4, the Safe Drinking Water, Wildfire Prevention, Drought Preparedness, and Clean Air Bond Act of 2024. The passage of Proposition 4 allows the state to borrow \$10 billion in funding through a state-issued bond for projects to address and prepare for climate change. The bond will be allocated as follows: \$3.8 billion for safe drinking water, drought, flood, and water resilience programs; \$1.5 billion for wildfire and forest resilience programs; \$1.2 billion for coastal resilience programs; \$1.2 billion for biodiversity protection; \$850 million for clean air programs; \$700 million for park creation and outdoor access programs; \$450 million for extreme heat mitigation programs; and \$300 million for climate smart, sustainable, and resilient farms, ranches, and working lands. A significant portion of the Proposition 4 funding will be distributed through grants that communities and organizations could apply for, and disadvantaged communities will be prioritized for funding. In January 2025, Governor Newsom released a plan for implementation of the funding, proposing that 27% of the bond funds be allocated and distributed in the FY 2025-2026 budget. Details of this year’s funding allocation are anticipated to be included in a budget trailer bill following the legislative recess.
- Regional Transportation Revenue Measure
 - In January 2025, SB 63 (Wiener & Arreguin) was introduced to authorize a regional transportation revenue measure to be placed on the 2026 ballot to address the looming fiscal cliff for various Bay Area transit operators. The bill currently applies to the counties of Alameda, Contra Costa and the City and County of San Francisco, with the ability to opt in for San Mateo and Santa Clara counties. This bill represents a reintroduction of SB 1031 (Wiener) from the prior legislative session and builds upon the recommendations from

the Transportation Revenue Measure Select Committee that were presented to the Metropolitan Transportation Commission on December 9, 2024. The Santa Clara Valley Transportation Authority (VTA) continues to evaluate the decision to opt in to this measure, with a deadline of August 11. VTA also continues to explore a parallel, separate sales tax measure for Santa Clara County, with the goal of providing a fair contribution to shared regional operators and transit transformation efforts. SB 63 has passed the Senate and is currently being heard in the Assembly.

Regional


- Bay Area Regional Energy Network's Decarbonization Showcase
 - In April 2025, the Public Works Department's Roosevelt Community Center project was selected for the Bay Area Regional Energy Network's Decarbonization Showcase. Selected projects will demonstrate practical solutions to reduce or eliminate emissions from public buildings through upgrades to energy efficiency, distributed energy resources, electrification, demand response, and other types of energy-related measures. The Roosevelt Community Center project will further the City's carbon reduction goals by upgrading one of the community center's major appliances from a gas to an electric model and will build upon the recent Extreme Heat and Community Resilience Program state grant funding provided for the community center. The City was previously awarded \$341,000 to develop and deliver home cooling and resiliency toolkits, install residential heat pump HVAC systems, and upgrade Roosevelt Community Center with heat resiliency measures.



2025 INTEGRATED RESOURCE PLAN

Climate Advisory Commission
July 17, 2025

Jeanne Solé – Principal Power Resource Specialist
Paul Innamorato – Deputy Director, Power Resources

SAN JOSE 
CLEAN ENERGY
A Program of the City of San José

AGENDA

- IRP Background
- Local Goals, Progress and Market Update
- Regulatory Requirements
- IRP Modeling: Progress and Next Steps



IRP BACKGROUND

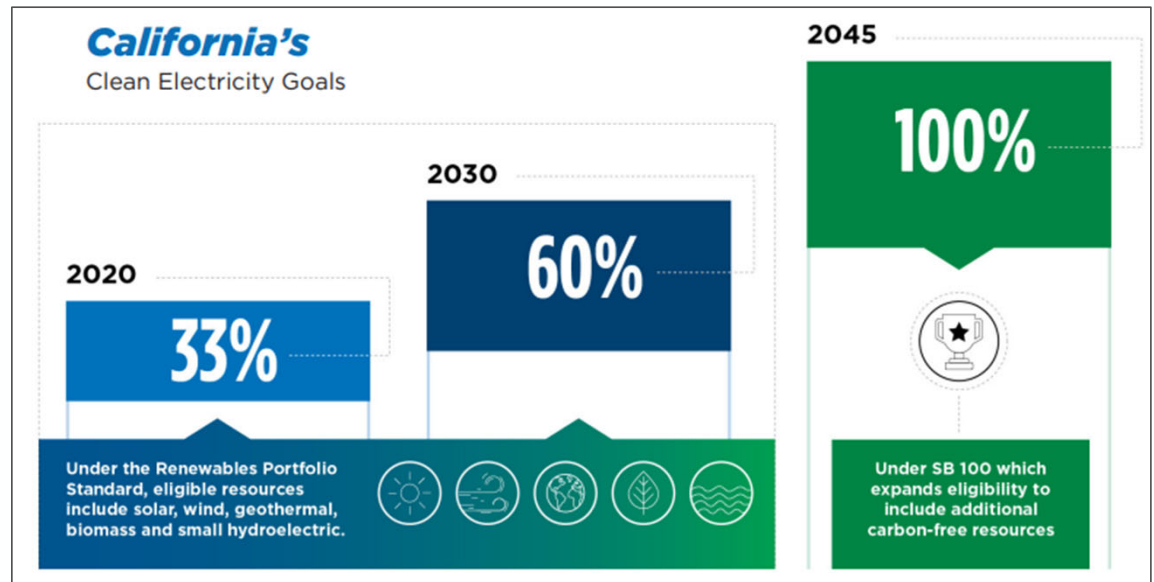
WHAT IS AN INTEGRATED RESOURCE PLAN (IRP)?

- Long-term planning tool to identify procurement priorities and targets to meet regulatory requirements.
- Evaluates electricity supply and demand and identifies resource options to deliver low-carbon, reliable and cost-effective energy to customers.
- IRP submission requires City Council approval; typically required every two years.



REGULATORY REQUIREMENTS

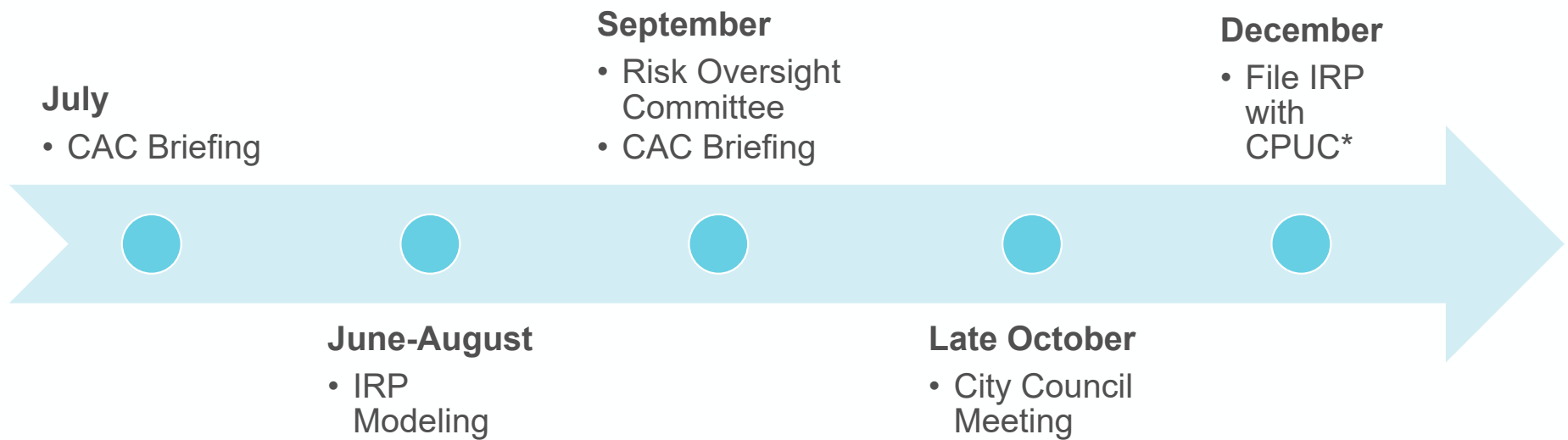
- IRPs outline how to meet:
 - State emission targets
 - State Renewable Portfolio Standards
 - System reliability
- IRPs also:
 - Guide statewide procurement decisions, policy making, and transmission planning.



IRP MODELING – HOW DOES IT WORK?

- **CPUC:** To keep IRPs consistent and comparable, **CPUC publishes** key modeling inputs such as:
 - **Load Forecast:** State, Local and Sector based
 - **System Portfolio:** resource costs, transmission capacity and limits.
 - **GHG Reduction Targets:** progress towards carbon neutrality in 2040.
 - **Reliability Targets:** Reserve margin requirements.
- **San Jose Clean Energy** conducts portfolio modeling and analysis to:
 - Develop a CPUC-compliant portfolio
 - Test alternative portfolios for large uncertainties and internal goals.
 - Select resources to balance affordability, risk, availability, timeframe.
 - SJCE may submit more than one portfolio; CPUC-compliant and City internal goals.

2025 IRP: TENTATIVE SCHEDULE



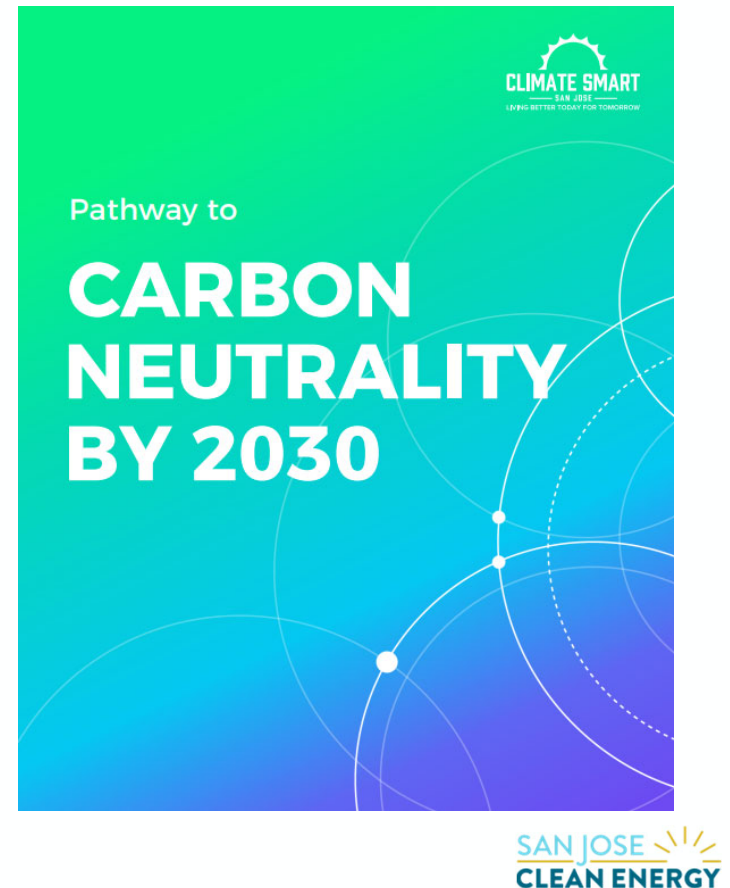
*The CPUC is finalizing modeling inputs and templates for the 2025 IRP cycle but is behind schedule. As a result, individual IRP filings will be required no earlier than December 1, 2025, and may be due later.



LOCAL GOALS, PROGRESS AND MARKET UPDATE

LOCAL CLEAN ENERGY POLICIES

- CCAs are locally-controlled
- Decisions are made to benefit our community and advance access to clean energy
- IRP process helps SJCE achieve the City's clean energy goals
- SJCE supplies the clean energy to support Climate Smart electrification efforts and pathway to carbon neutrality



NEW RENEWABLE AND RELIABILITY PROJECTS

Since 2019, SJCE has contracted for over 1 gigawatt (GW) of new renewable energy and storage resources including:

- Community solar
- Firm delivery solar
- Solar paired with storage
- Geothermal
- Wind
- Stand-alone energy storage



2022 IRP PROGRESS

IRP CPUC Compliant Case identified the following incremental resource mix by 2030:

- Solar: 244 MW
- Storage: 372 MW
- Wind: 143 MW
- Geothermal: 36 MW
- Natural Gas w/Storage: 200 MW

To achieve the 2022 IRP compliant case, SJCE has a marginal remaining need (annual MWh basis) between 2030 and 2035. This need may be filled with:

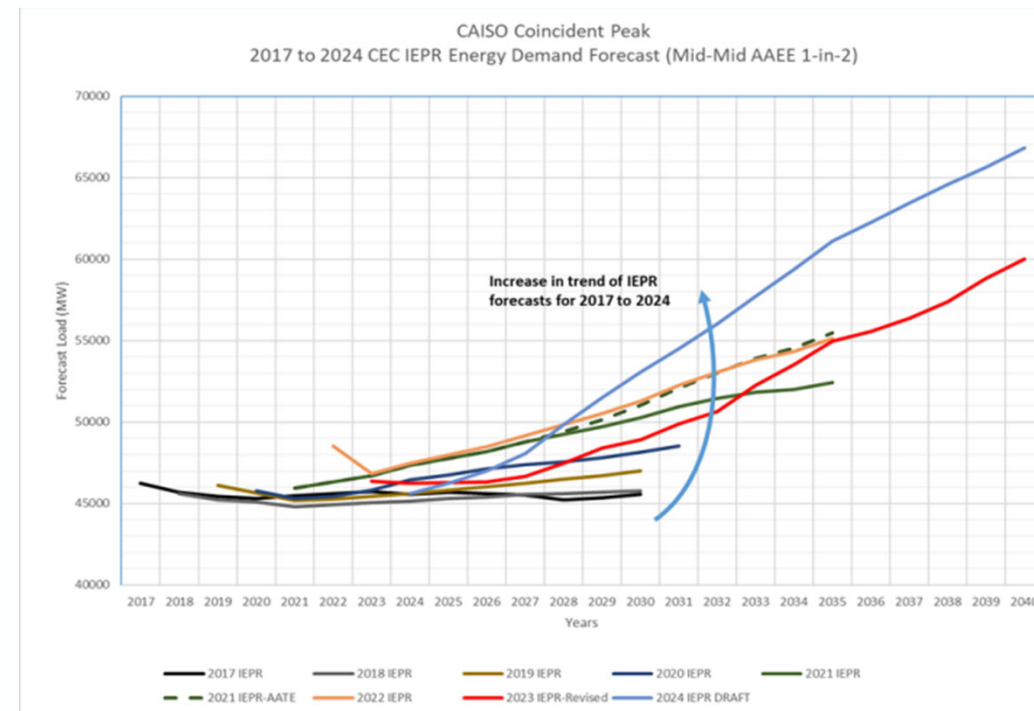
- Short- or Long-term contracts
- Earlier than expected commercial operations
- Existing cluster 15 projects for which SJCE has a right of first refusal

Note:

- The exact 2022 IRP resource mix was not procured due to regulatory changes, market availability and portfolio diversity.
- For the current IRP, a significant factor will be determining how to approach potential load growth from data centers and electrification.

LOAD FORECAST CHALLENGES IMPACT PLANNING

- Data centers could double SJCE load over 10 years, but forecasts are highly uncertain:
 - Data centers may not materialize at all
 - Timing and ramping of load uncertain
 - Data centers do not have to take service from SJCE
 - Procurement must be coordinated with large customers
- Projected and uncertain building and transportation electrification could also significantly increase load.



2025 IRP – MARKET UPDATE

Technology Type	Early 2020s	Current*
Solar	\$25/MWh	\$50/MWh
Storage	\$7/kW-mo	\$16/kW-mo
Wind	\$40/MWh	\$90/MWh
Wind (Out-of-state)	\$40/MWh	\$65/MWh
Geothermal	\$70/MWh	\$125/MWh

- Unprecedented demand growth is forecasted statewide.
- California GHG Reduction Goals: GHG reduction goals remain intact.
- Additional Market Pricing Factors:
 - Supply chain disruptions (COVID and Foreign Entity restrictions)
 - Anti-circumvention trade rules
 - Tariffs and expiring tax credits
 - Policy and market uncertainty

*Current pricing reflects tariff and tax policy as of April 1, 2025.



REGULATORY REQUIREMENTS

SHIFTING CPUC REQUIREMENTS AFFECT PLANNING

- Resource adequacy changes since 2022 IRP filing have impacted resource value:
 - New '**Slice of Day**' framework changed the reliability value of all resources.
 - Load serving entities using storage for resource adequacy must contract with supply that demonstrates they have capacity above their peak demand requirement to sufficiently charge the storage resource(s).
 - Solar plus storage configurations are valuable because the solar can charge the co-located batteries.
- Proposed Changes: Reliable Clean Power Procurement Program
 - Sets binding procurement requirements based on IRP plans; LSEs penalized for failing to bring new resources online.
 - Initial proposal has very high targets for coverage, e.g. 100% coverage by T+2
 - Part of objective to drive new construction beyond RPS 2030 60% goal

STATE AND LOCAL PROCUREMENT GOALS

State Requirements

- Final CPUC requirements expected in August, including load forecast.
- Compliant case must meet statewide carbon emission targets: 30 MMT by 2030 and 25 MMT by 2035
 - State agencies coordinate to achieve state goal to be carbon neutral by 2045
 - Maintain pace with state carbon reduction goals of 90% by 2035, 95% by 2040
- Meet State Clean Energy RPS goals of 60% by 2030
 - 65% of annual RPS from long-term contracts

San Jose Clean Energy Goals

- RPS goals moderated to 62% in 2030, and 70% in 2034
- Carbon Neutrality



IRP MODELING: PROGRESS AND NEXT STEPS

2025 IRP MODELING APPROACH

- Comply with state requirements
- Limit commitments beyond state requirements; allow SJCE flexibility to balance internal goals with affordability:
 - Avoid expensive long-term purchases now, pursuant to 10-20 year agreements that will remain in place even if market conditions moderate
 - Coordinate procurement for data centers with customer enrollment, requirements, and commitments
 - Match procurement for electrification with actual demand growth
 - As needed, utilize short-term procurement to moderate risks

2025 IRP SCENARIOS

- **Base Case:** Hypothetical lower load boundary.
 - Limited load growth with aggressive emission reduction
 - Load forecast excluded new large load (data centers or electrification)
 - PPA prices: pre-tariff and tax credit changes
 - Broad project availability to allow model to identify best alternatives
 - **Initial Results** (by 2030): 200 MW Wind | 110 MW Storage | 60 MW Solar
- **Additional Modeling Scenarios:**
 - **High Load Growth:** Hypothetical upper load boundary.
 - **Resource Availability:** Vary technology pricing and availability.
 - **Renewable and Carbon Neutrality Goals:** Vary portfolio content.

CAC NEXT STEPS & FEEDBACK

Next Step: SJCE Staff intends to return to CAC in **September 2025** with near final IRP results.

Open Discussion: SJCE Staff is interested in CAC feedback on modeling assumptions, use cases or other consideration. Such as:

- More Renewables
- Specific Technology Considerations
- Load Growth Considerations
- Portfolio Content
- Etc.



Q&A