

AB 2836 (Garcia, Eduardo D) CAPCOA sponsored bill. Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program), which is administered by the State Air Resources Board, to provide grants to offset the incremental cost of eligible projects that reduce emissions of air pollutants from sources in the state and for funding a fueling infrastructure demonstration program and technology development efforts. Existing law, beginning January 1, 2024, limits the Carl Moyer Program to funding projects that reduce emissions of oxides of nitrogen (NOx) from covered sources. Existing law, until January 1, 2024, defines covered source for purposes of the Carl Moyer Program to include any marine vessel and any other category necessary for the state and air districts to meet air quality goals. This bill would extend the current authorization for the Carl Moyer Program to fund a broader range of projects that reduce emissions from covered sources until January 1, 2033. This bill contains other related provisions and other existing laws. (Based on text date 3/30/2022)

AB 2563 (Quirk) On-Demand Mobile Fueling. CAPCOA Opposed.

AB 2563, as amended, Quirk. Air pollution: permits: mobile fueling on-demand tank vehicles.

Existing law authorizes air pollution control districts and air quality management districts to establish, by regulation, a permit system to require that before any person builds, erects, alters, replaces, operates, or uses any article, machine, equipment, or other contrivance which may cause the issuance of air contaminants, the person obtain a permit from the district. Existing law requires air pollution control and air quality management districts, except county districts with a population of less than 250,000, to establish, by regulation, a program to provide for the expedited review of permits. A person who violates these requirements, or any rules, regulation, permit, or order of a district is guilty of a misdemeanor.

This bill would, except as provided, require air pollution control and air quality management districts to establish a mobile fueling on-demand tank vehicle permit program for mobile fueling on-demand tank vehicle operations, as defined. The bill would require that a mobile fueling on-demand tank vehicle permit program provide, among other things, a consistent permitting process for an operation that requires more than one permit and an expedited permit review and fee schedule. By placing additional duties upon air pollution control and air quality management districts, and expanding the scope of existing crimes, the bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

(d) This section does not apply to ~~either~~ *any* of the following:

(1) A district that has ~~already~~ instituted, by regulation, a permitting process for retail mobile fueling on-demand tank vehicle operations located in its jurisdiction before January 1, ~~2023~~, 2024, and that requires those operations to adhere to the strictest emission control standards established by the state through the application of a commercially available emission limitation or control technique that has been certified by the state board and achieved in practice for the loading, storage, and transfer of gasoline from those vehicles.

(2) A district that has explicitly exempted retail mobile fueling on-demand tank vehicle operations, including mobile refueling or any other vehicle-to-vehicle refueling, from applicable rules or regulations of the ~~district~~. *district before January 1, 2024.*

(3) A district that elects to adopt more stringent regulations for mobile fueling on-demand tank vehicle equipment and operations to account for local or regional air quality needs, provided the district's regulations are technologically feasible and otherwise consistent with this part.