Overview of California Air Resources Board Assembly Bill 32-Related Priorities Presented by CARB Staff at the September 30, 2026 AB 32 Environmental Justice Advisory Committee Meeting
Posted on: 11/3/2026

Assembly Bill (AB) 32 (Nunez, 2006) directs the California Air Resources Board (CARB or Board) to convene the Environmental Justice Advisory Committee (Committee). Pursuant to AB 32, the Committee's scope is to advise the Board on developing the Scoping Plan and any other pertinent matter in implementing AB 32 programs. This is defined as climate programs specifically focused on reducing greenhouse gas emissions across the State.

To provide transparency and support future planning, CARB priorities that have a nexus with AB 32 have been provided below for the Committee's consideration. CARB is open to hearing other AB 32-related priorities from the Committee.

Senate Bill 905: Carbon Capture, Removal, Utilization, and Storage

California's climate goals require significant reductions in greenhouse gas (GHG) emissions and the growth of carbon capture. Senate Bill (SB) 905 (Caballero, 2022) requires CARB to create the Carbon Capture, Removal, Utilization, and Storage (CCUS) Program to evaluate, demonstrate, and regulate CCUS and carbon dioxide removal (CDR) projects and technology. SB 905 and CCUS are considered essential tools in achieving carbon neutrality. This is a multi-agency effort aimed at addressing monitoring, reporting, public safety, and financial responsibility. CARB's team conducted four listening sessions to hear community feedback and on October 20, 2026, they released the 45-day public comment period for the Preliminary Regulatory Proposal.

Timeline:

- October 30, 2026 - December 14, 2026: 45-day public comment period for the Preliminary Regulatory Proposal

Drive Forward Initiative

The Drive Forward Initiative builds on the foundation established through Zero-emission (ZEV) Forward and Executive Order N-27-25 to support CARB's commitment to reducing air pollution, GHG emissions, and protecting public health. Drive Forward supports potential developments of light-, medium- and heavy-duty vehicle regulation. This effort combines new regulations, programs, and incentives in partnership with industry and communities to ensure every Californian benefits from cleaner air and affordable clean vehicle options.

Timeline:

- November 17, 2026: Public Workshop

Clean Space and Water Heaters

As part of the 2022 State Implementation Plan, the Clean Space and Water Heaters Standards set limits on GHG emissions from new space and water heaters sold to promote public health. Since 2022, CARB has conducted engagement with interested parties, technical analysis, and discussions with experts and community members to develop zero-emission rules.

Timeline:

- December 11, 2025: Public Workshop for Clean Space and Water Heater Standards

Embodied Carbon

Embodied carbon refers to the lifecycle GHG emissions and stems from sources like building material goods, which are a large source of GHG emissions. AB 2446 (Holden, 2022) requires that CARB develop a framework for measuring and reducing the embodied carbon of building materials, primarily at the materials production stage, with a target of a 40% net reduction in GHG emissions no later than the end of 2035. AB 43 (Holden, 2023) builds upon the foundation of AB 2446 and provides CARB the option to utilize an embodied carbon trading system as a potential path to implement AB 2446.

Timeline:

- CARB will keep the Committee informed on updates.

Triennial Investment Plan

California Health and Safety Code Section 39716 requires that the Department of Finance, in consultation with CARB and other State agencies, submit a Triennial Investment Plan to the Legislature. This Investment Plan is a guide for the legislature on the investment of Cap-and-Invest auction proceeds, and it provides recommendations that help accelerate GHG emission reductions and support a carbon-neutral future.

Timeline:

- CARB will inform the Committee about upcoming engagement efforts.

Aviation and Airport Equipment

Aviation and Airport Equipment is a relatively new effort called Statewide Clean Aviation Initiative (SCAI) and CARB is exploring ways to reduce emissions from airports and aircraft.

SCAI builds on the GHG-focused Sustainable Aviation Fuel agreement with the airlines and explores how we can tackle ground support equipment, the traffic to and from airports, and emissions from aircraft when they are taxiing and when parked at

the gate. CARB has a $3M grant available through the Hino settlement to pilot zero-emission taxiing, and we anticipate releasing a Request for Proposal for that project in the next few months.

Timeline:

- 2026-2027: Request for Proposal for the zero-emission taxiing pilot

Freight Emission Reductions

There are several efforts focused on freight sources like ships, commercial harborcraft, cargo handling equipment, and the drayage trucks that haul cargo from ports and railyards. CARB initiated the regulation of freight sources in the early 2000s and is working on the second or third generation of regulations on most of these sources.

CARB is working on programs to clean up ships moving into and out of the ports, to transition the refrigeration units (TRUs) on trucks and containers to zero-emission, and to reduce emissions from locomotives. CARB is exploring a host of options, including regulations, incentives, and industry collaboration to pilot new technologies. CARB's Transportation and Toxics Division has active rulemakings on in-transit ships and transportation refrigeration units and are regularly working with the railroads.

Senate Bill 375: Sustainable Communities Act

SB 375 (Steinberg, 2008) is the Sustainable Communities and Climate Protection Act. SB 375 requires that CARB set GHG reduction targets for regions across the state and for those regions to create Sustainable Communities Strategies for how each region will achieve the GHG reduction targets.

More information on this program can be found on the webpage.

Timeline:

- SB 1087 (Cabaldon, 2026) was signed into Law and made changes to SB 375.
- CARB will keep the Committee informed on updates.

Scoping Plan

AB 32 (Nunez, 2006) requires that CARB develop the Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The latest Scoping Plan, which was released in 2022, lays out a roadmap for California to achieve CARB neutrality by 2045.

Timeline:

- CARB will keep the Committee informed on updates.