**CALIFORNIA CEMENT MANUFACTURERS ENVIRONMENTAL COALITION (CCMEC)**

**COST DRIVER**

June 25, 2026

**TO:** Assembly Natural Resources Committee,

**SUBJECT:** **SB 1075 (REYES) Air resources: toxic air contaminants: criteria air pollutants: community emissions reduction programs: local community emissions reduction plans.**
**OPPOSE/ COST DRIVER - AMENDED ON JUNE 25, 2026**

Dear Chair Cervantes and Members of the Committee,

The California Chamber of Commerce (CalChamber), and the undersigned, remain **OPPOSED** to **SB 1075 (Reyes)** as a **COST DRIVER**. We appreciate the removal of the prior Section 2 language that would have directly required local governments to consider CERPs and LCERPs before approving certain commercial and industrial projects.

However, the bill remains extremely problematic because Section 1 would still place local community emissions reduction plans (LCERPs) on substantially equal statutory footing with AB 617 community emissions reduction programs (CERPs) despite the different purposes those plans are intended to serve. In doing so, **SB 1075** turns a community engagement tool into an obligation enforceable by CARB and local districts while also laying the groundwork for future efforts, similar to the removed Section 2, to use these plans to override or constrain local permitting, land use, and project-review decisions.

**SB 1075 Improperly Places LCERPs on Equal Footing with AB 617 CERPs**

The core remaining problem with **SB 1075** is that it blurs the distinction between CERPs and LCERPs.

CERPs are the central implementation tool under AB 617. They are developed for communities selected by CARB based on cumulative exposure burdens and adopted by the local air district in consultation with CARB, community-based organizations, affected sources, and local governmental bodies. The CERP must then be submitted to CARB for review and approval, and implementation is tied to the air district's existing regulatory responsibilities and technical expertise. In other words, CERPs were designed as formal air-quality planning documents developed through a defined statutory process, with public agency accountability and an implementation role for the agencies that regulate stationary sources and administer air permitting programs.

LCERPs, by contrast, were developed through CARB grant programs and guidance to support community engagement, capacity-building, and locally informed recommendations. Their value lies in helping communities identify concerns, elevate priorities, and participate more effectively in agency decision-making. They were not intended to create enforceable requirements and are not developed with the same level of rigor that the CERP process involves. Treating LCERPs as equivalent to CERPs would collapse that distinction and convert a community-engagement tool into an enforceable regulatory instrument that must be enforced by local air districts and CARB.

Those are not minor changes. We are extremely concerned that **SB 1075** giving community-engagement tools developed by unelected community steering committees this level of enforceability sets the stage for future efforts to disrupt land-use decisions affecting employers, infrastructure, logistics, manufacturing, energy facilities, and other commercial and industrial activity.

Even with the prior land-use approval section removed, elevating LCERPs into CARB-approved, enforceable documents could create a new basis for project opponents to argue that a local agency must analyze, mitigate, or make findings regarding a project's consistency with an LCERP. Future litigants may argue that LCERP measures or objectives should inform CEQA thresholds, mitigation demands, alternatives analysis, cumulative impact findings, or claims that an environmental document is inadequate. Community participation is important and appropriate. But community-engagement tools should not be elevated into enforceable documents that can later be used to delay, condition, or oppose lawful projects.

**SB 1075 Would Create Open-Ended Program Obligations and Divert Limited Air District Resources**

**SB 1075** would apply the requirements of Section 44391.2 to all CERPs and LCERPs developed through grant funding until attainment with the federal Clean Air Act is achieved. That standard is poorly matched to the purpose of community-level emissions reduction planning. CERPs and LCERPs are designed to address localized air pollution burdens, including toxic air contaminants and neighborhood-level exposure concerns. Federal attainment, by contrast, is generally measured at a regional air basin level and is affected by geography, meteorology, mobile sources, interstate or international emissions, background concentrations, and other factors outside the control of a particular community, individual project, or local business.

In many existing AB 617 communities, federal attainment may take decades or may not be achievable under current conditions. As a result, **SB 1075** could keep community plans, implementation obligations, agency resource commitments, and steering committees in place indefinitely, even where local emissions reductions have occurred or where remaining attainment challenges are not attributable to the local sources targeted by the plan.

The bill compounds that problem by giving steering committees long-term permanence. **SB 1075** would keep a steering committee active until either the emissions objectives identified in the program are achieved or more than five years have passed and two-thirds of the steering committee votes to disband itself. That means steering committees would not automatically sunset when a plan is adopted, would not require periodic reauthorization by CARB, the local air district, or an elected body, and could continue indefinitely unless their own members vote by a supermajority to disband.

Community input is important, but decisions about whether a CERP has achieved its purpose, whether a steering committee should continue, and how limited air district resources should be allocated should remain within the authority of the public agencies responsible for implementing the program. Otherwise, air districts may be required to continue staffing committees long after the most effective community-level work has been completed, diverting limited resources away from other communities and air quality priorities.

That concern is especially significant because **SB 1075** would expand and extend program responsibilities at the same time AB 617 Community Air Protection Program resources are under pressure. The bill would require more ongoing staffing, implementation, reporting, coordination, and enforcement work associated with CERPs and LCERPs. But new statutory duties do not create new capacity. If funding is reduced or insufficient, **SB 1075** will force air districts to spread limited resources across more plans, more committees, and more obligations. **SB 1075** risks reducing the effectiveness of the Community Air Protection Program rather than improving it.

**SB 1075 Could Discourage the Cleaner Investment Disadvantaged Communities Need**

**SB 1075** also risks making investment in disadvantaged communities more uncertain. Although the prior Section 2 land-use approval language has been removed, Section 1 still gives LCERPs formal statutory recognition, CARB approval, and enforceable status. That framework can be used in future legislation, regulation, litigation, or local decision-making to argue that projects must be evaluated, conditioned, mitigated, or opposed based on consistency with a CERP or LCERP.

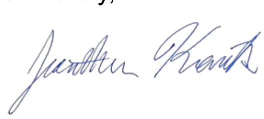
The projects that could be affected are not limited to legacy industrial development. They may include upgrades at existing facilities to reduce emissions, cleaner manufacturing investments, energy infrastructure, battery storage projects needed for grid reliability, carbon capture and sequestration, logistics improvements, and other projects tied to California's climate, air quality, and economic development goals. They may also include community-serving investments such as grocery stores, hospitals, medical offices, clinics, pharmacies, food distribution facilities, cold storage, and other commercial or infrastructure projects that improve access to essential goods, health care, jobs, and services in underserved communities.

By elevating LCERPs from community-engagement tools to enforceable planning documents, **SB 1075** creates new uncertainty about how those plans may be used in the future. Project opponents may argue that LCERP measures or objectives should influence CEQA analysis, mitigation demands, cumulative impact findings, alternatives analysis, local permitting, or other project-review decisions. Even if those arguments are ultimately rejected, the added uncertainty can increase delay, litigation risk, financing risk, and project costs.

That uncertainty is especially harmful in disadvantaged communities. These communities need cleaner air, but they also need jobs, infrastructure, grocery access, health care facilities, commercial activity, local tax base, and pathways to economic mobility. If the practical effect of **SB 1075** is to make projects in those communities slower, more expensive, and easier to challenge, investment may be delayed, scaled back, or redirected to jurisdictions where the rules are clearer and more predictable.

California needs policies that improve air quality while encouraging cleaner infrastructure, facility modernization, essential services, and economic opportunity in impacted communities. **SB 1075**, even as amended, makes that balance harder to achieve by creating a statutory framework that could be used to turn community-engagement plans into tools for delaying, conditioning, or opposing lawful projects in the very communities that need sustained investment most. For these reasons, we **STRONGLY OPPOSE SB 1075** as a **COST DRIVER**.

Sincerely,



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JK:nrd