

Date of Hearing: April 23, 2025

ASSEMBLY COMMITTEE ON UTILITIES AND ENERGY

Cottie Petrie-Norris, Chair

AB 881 (Petrie-Norris) – As Amended March 28, 2025

SUBJECT: Public resources: transportation of carbon dioxide

SUMMARY: Adds carbon dioxide (CO₂) to the substances included in the Elder California Pipeline Safety Act of 1981 (Elder Act), which currently applies to petroleum and other hazardous liquids. Requires the Office of the State Fire Marshall (OSFM) to adopt regulations governing the safe transportation of CO₂ by April 1, 2026, as specified, and lifts the statewide moratorium on pipelines transporting CO₂ to or from a carbon capture, removal, or sequestration project. Specifically, **this bill**:

- 1) Modifies provisions of the Elder Act to include CO₂ throughout.
- 2) Requires the OSFM to adopt regulations by April 1, 2026, that are “equivalent” to draft regulations issued by the federal Pipeline and Hazardous Materials Safety Administration (PHMSA) on January 10, 2025. Exempts the adoption of these regulations from the Administrative Procedures Act (APA).
- 3) Permits the OSFM to amend the regulations, as it deems necessary after adoption, to provide standards for various issues, including pipeline design, use of odorants, and emergency response, among other issues.
- 4) Requires all new and existing CO₂ pipelines to comply with the OSFM regulations and any amendments to those regulations.
- 5) Allows the OSFM to order a CO₂ pipeline to shut down for violations of state or federal law, or if continued operations present immediate danger.
- 6) Lifts the statutory moratorium on pipelines used for CO₂ transport for CO₂ capture, removal, or sequestration projects.
- 7) Requires all pipelines used for CO₂ transport for CO₂ capture, removal, or sequestration projects to comply with the regulations adopted by the OSFM.
- 8) Establishes findings related to CO₂ pipelines, largely focused on carbon capture being part of the state’s climate strategy.

EXISTING LAW:

- 1) Provides that pipelines shall only be utilized to transport CO₂ to or from a CO₂ capture, removal, or sequestration (CCS) project once the federal PHMSA has concluded its pending rulemaking regarding minimum federal safety standards for transportation of CO₂ by pipeline and the CO₂ project operator demonstrates that the pipeline meets those standards. This provision does not apply to carbon captured at a permitted facility and transported within that facility or property. (Public Resources Code § 71465(a))

- 2) Requires the Natural Resources Agency, in consultation with the California Public Utilities Commission (CPUC), to provide a proposal to the Legislature to establish a state framework and standards for the design, operation, siting, and maintenance of intrastate pipelines carrying CO₂ fluids. (Public Resources Code § 71465(b))
- 3) Pursuant to the Elder Act:
 - a) Grants the OSFM exclusive safety, regulatory, and enforcement authority over intrastate hazardous liquid pipelines. (Government Code § 51010)
 - b) Defines “pipeline” for the purposes of the Elder Act as every intrastate pipeline used for the transportation of hazardous liquid substances or highly volatile liquid substances; and does not include an interstate pipeline subject to federal regulations, a pipeline that transports hazardous substances in a gaseous state, and other specified exclusions. (Government Code § 51010.5)
 - c) Requires OSFM to adopt hazardous liquid pipeline safety regulations in compliance with the federal law relating to hazardous liquid pipeline safety, including, but not limited to, compliance orders, penalties, and inspection and maintenance provisions. (Government Code § 51011)
 - d) Requires each pipeline operator to file with OSFM an inspection, maintenance, improvement, or replacement assessment for older pipelines. This includes pipelines built before January 1, 1960 and any pipeline installed on or after January 1, 1960, for which regular internal inspections cannot be conducted, or which shows diminished integrity due to corrosion or inadequate cathodic protection. (Government Code § 51012.4)
 - e) Requires every newly constructed pipeline, existing pipeline, or part of a pipeline system that has been relocated or replaced, and every pipeline that transports a hazardous liquid substance or highly volatile liquid substance, to be tested in accordance with federal regulations. It also requires that every pipeline more than 10 years of age and not provided with effective cathodic protection to be hydrostatically tested every three years, except for those on the OSFM's list of higher risk pipelines, which shall be hydrostatically tested annually. (Government Code § 51013.5)
 - f) Defines “hydrostatic testing” as the application of internal pressure above the normal or maximum operating pressure to a segment of pipeline, under no-flow conditions for a fixed period of time, utilizing a liquid test medium. (Government Code § 51010.5 (c))
 - g) Requires every operator of an intrastate pipeline to maintain each valve and check valve necessary for safe pipeline operations, and requires OSFM to promulgate regulations for maintaining, testing, and inspecting these valves. (Government Code § 51015.4)
 - h) Authorizes OSFM to assess and collect from every pipeline operator an annual administrative fee. (Government Code § 51019)

4) Pursuant to federal law:

- a) Grants the United States Secretary of Transportation the regulatory and enforcement authority over gas and hazardous liquid pipelines, including CO₂ pipelines. (49 United States Code § 60102)
- b) Prohibits the Secretary of Transportation from prescribing or enforcing safety standards and practices for an intrastate pipeline or intrastate pipeline facility to the extent that the safety standards and practices are regulated by a state authority, except as provided. (49 United States Code § 60105)
- c) Defines “carbon dioxide,” for the purposes of the United States Department of Transportation PHMSA regulations, as a fluid consisting of more than 90% carbon dioxide molecules compressed to a supercritical state. (49 Code of Federal Regulations § 195.2)
- d) Defines “hazardous liquid” as petroleum, petroleum products, anhydrous ammonia, and ethanol or other non-petroleum fuel, including biofuel, which is flammable, toxic, or would be harmful to the environment if released in significant quantities. (49 Code of Federal Regulations § 195.2)

FISCAL EFFECT: Unknown. This bill is keyed fiscal, and will be referred to the Assembly Committee on Appropriations for its review.

CONSUMER COST IMPACTS: Unknown.

BACKGROUND:

CO₂ – There are a number of CO₂ sources. An abundant source is from underground reservoirs where CO₂ under pressure occurs naturally. It can also be produced commercially in natural gas plants, ammonia plants, and recovered from power plant stack gas with carbon capture technology.

At normal temperatures and atmospheric pressure, CO₂ is an odorless and colorless gas, not flammable, and denser than air. It will not combust, but it can be fatal to humans due to the potential for suffocation. CO₂ may exist either as a solid or gas depending on temperature and pressure. Dry ice for refrigeration is a common use of CO₂ in solid form. When pressurized to extremely high pressures (1,200 pounds per square inch gauge (psig)), CO₂ enters a supercritical state. Supercritical CO₂ is a fluid state where CO₂ is held at or above its critical temperature and critical pressure, where its properties are midway between a gas and a liquid.

PHMSA regulations define CO₂ as a fluid consisting of more than 90% CO₂ molecules compressed to a supercritical state. The remaining 10% may be comprised of gases such as water, nitrogen, oxygen, methane, or other impurities. Federal standards set CO₂ impurity limits for transportation pipelines.

Pipeline transportation of CO₂ in the supercritical state is more practical than transportation in the gaseous state. As a dense vapor in the supercritical state, CO₂ can be transported more economically and efficiently using smaller pipelines and pumps because greater volumes of fluid

may be transported. Most CO₂ is transported in the supercritical state in steel pipelines kept at 2,200 psig.

As of May 2023, there were just over 5,000 miles of CO₂ pipelines in the United States, compared to 229,287 miles of hazardous liquid transmission pipelines carrying products such as crude oil, gasoline, jet fuel, and other liquid commodities.¹ The majority of CO₂ pipelines are currently used for enhanced oil recovery (EOR) where supercritical CO₂ is pumped into existing oil wells to extract more product. Most of the CO₂ being transported through these existing pipelines comes from high pressure, higher purity, natural underground sources.²

What are the commercial applications of CO₂? – Unsurprisingly, the beverage market is the largest segment of CO₂ use; however, the beverage market requires food grade CO₂ with a much higher purity rating than required in industrial or pipeline applications. CO₂ has been used for many years to aid in the production of crude oil. Because of its high degree of solubility in crude oil and its abundance, CO₂ is a popular extraction tool in EOR projects. In EOR, the CO₂ mixes with crude oil making the oil more mobile and easier to extract.³ There is currently a statutory moratorium on CO₂ in EOR in the state.⁴ Supercritical CO₂ has also grown in popularity as a solvent in the chemical industry, where it can replace more toxic, volatile organic compounds.⁵

Interstate vs. Intrastate Jurisdictions – PHMSA has exclusive federal authority over *interstate* pipeline facilities.⁶ An interstate pipeline is one used in the transportation of hazardous liquid or carbon dioxide in interstate or foreign commerce. Typically, these lines cross state borders or begin in federal waters. As of 2015, there were 1,188 miles of interstate pipeline in California.⁷ State agencies may regulate portions of interstate pipelines located within the state, if there is an agreement between PHMSA and the agency. For hazardous liquid pipelines, that agreement is with OSFM; for gas pipelines, it is the CPUC. These agencies are only allowed to enter into an agreement with PHMSA if given all regulatory and enforcement authority of the pipelines subject to the agreement. PHMSA maintains these agreements as certifications through the Office of Pipeline Safety, which are updated annually.⁸

OSFM and the CPUC share the regulation over *intrastate* pipeline facilities. OSFM regulates intrastate hazardous *liquid* pipelines pursuant to the Elder California Pipeline Safety Act of 1981.⁹ Whereas the CPUC regulates intrastate *gas* pipelines (both natural gas and liquid petroleum gas). An intrastate pipeline is defined as a pipeline that is located entirely within state borders, including offshore state waters. As of 2015, there were 4,500 miles of intrastate pipeline

¹ Pipeline Safety Trust; “Carbon Dioxide Pipeline Safety;” *Summary for Policymakers*; May 2023.

² Pipeline Safety Trust, May 2023; *Ibid*.

³ Federal Register, Vol. 56, No. 113; June 12, 1991; 49 C.F.R. Part 195 “Transportation of Carbon Dioxide by Pipeline.”

⁴ Public Resources Code § 3132, added by SB 1314 (Limon, Chapter 336, Statutes of 2022)

⁵ Chemical Engineering; “Supercritical CO₂: A Green Solvent;” February 1, 2010;

<https://www.chemengonline.com/supercritical-co2-a-green-solvent/?printmode=1>

⁶ 49 USC § 60101, et seq.

⁷ Cal FIRE-OSFM Pipeline Safety Division “Information Sheet”; October 21, 2015;

https://antr.assembly.ca.gov/sites/antr.assembly.ca.gov/files/Pipeline%20Hearing%20%2810%2021%2015%29_CA_LFIRE%20FactSheet%20.pdf

⁸ U.S. Department of Transportation, PHMSA website; “Regulatory Fact Sheet: California;”

https://primis.phmsa.dot.gov/comm/FactSheets/States/CA_State_PL_Safety_Regulatory_Fact_Sheet.htm?nocache=1716; accessed April 16, 2025.

⁹ Gov. Code, § 51010, et seq.

in California, although that number was predicted to grow.¹⁰ The vast majority of pipelines in California carry petroleum based hazardous liquids.¹¹

According to a 2023 California Natural Resources Agency report to the Legislature, PHMSA has delegated regulatory authority for intrastate pipelines to OSFM.¹² However, OSFM's jurisdiction under this delegation is limited to enforcing the federal standards, rather than establishing state standards.¹³ Currently, PHMSA has only established safety standards regarding the transport of CO₂ in a supercritical state at a concentration of 90% or higher.¹⁴ The transport of CO₂ in concentrations of less than 90%, or in liquid or gas form is unregulated.¹⁵ PHMSA has noted this regulatory gap is due to the limited (supercritical-phase only) CO₂ pipelines in operation in 1991 during the creation of the original federal rules.¹⁶ PHMSA is in the process of updating their safety standards,¹⁷ and on January 10, 2025, issued draft regulations as part of a Notice of Proposed Rulemaking.¹⁸ These draft regulations included 18 proposals, including:

- Redefining “carbon dioxide” to be a fluid of more than 50% CO₂ molecules in any combination of gas, liquid, or supercritical phases.
- Establishment of procedures to convert steel pipelines for CO₂ or hazardous liquid transport.
- Requiring all carbon dioxide pipeline operators to provide training to emergency responders that addresses threats specific to carbon dioxide releases and provide equipment to local first responders for use during an emergency on a carbon dioxide pipeline.
- Requiring leak detection, fixed vapor detection, and alarm systems for CO₂ pipelines.
- Requiring operators of all carbon dioxide pipelines to establish emergency planning zones extending two miles on either side of their pipelines that will inform operators’

¹⁰ Cal FIRE-OSFM Pipeline Safety Division “Information Sheet”; October 21, 2015; https://antr.assembly.ca.gov/sites/antr.assembly.ca.gov/files/Pipeline%20Hearing%20%2810%2021%2015%29_CA_LFIRE%20FactSheet%20.pdf

¹¹ According to a 2015 background paper prepared by the Assembly Committee on Natural Resources for “Joint Informational Hearing: Oil Pipeline Safety: Testing Methods and Frequency,” Santa Barbara, CA; October 21, 2015.

¹² CNRA, *Proposal to the Legislature for Establishing a State Framework and Standards for Intrastate Pipelines Transporting Carbon Dioxide*, March 2023, <https://resources.ca.gov/-/media/CNRA-Website/Files/Initiatives/Transitioning-to-Clean-Energy/SB-905--CO2-Pipeline-Regulatory-Framework--Stds-March-2023.pdf>.

¹³ *Id.* at 6.

¹⁴ Richard B. Kuprewicz, ACCUFACTS INC., *Accufacts’ Perspectives on the State of Federal Carbon Dioxide Transmission Pipeline Safety Regulations as it Relates to Carbon Capture, Utilization, and Sequestration within the U.S.* 1 (2022), <https://pstrust.org/wp-content/uploads/2022/03/3-23-22-Final-Accufacts-CO2-Pipeline-Report2.pdf>.

¹⁵ *Ibid*

¹⁶ Pg. 8, PHMSA, Notice of Proposed Rulemaking; “Pipeline Safety: Safety of Carbon Dioxide and Hazardous Liquid Pipelines,” Docket PHMSA-2022-0125; RIN 2137-AF60; <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2025-01/PHMSA%20Notice%20of%20Proposed%20Rulemaking%20for%20CO2%20Pipelines%20-%202137-AF60.pdf>

¹⁷ pg 1. Paul W. Parfomak, Congressional Research Service, *Carbon Dioxide (CO₂) Pipeline Development: Federal Initiatives* 1 (2023), <https://crsreports.congress.gov/product/pdf/IN/IN12169>.

¹⁸ Dept. of Transportation, PHMSA; “Pipeline Safety: Safety of Carbon Dioxide and Hazardous Liquid Pipelines,” PHMSA-2022-0125; <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2025-01/PHMSA%20Notice%20of%20Proposed%20Rulemaking%20for%20CO2%20Pipelines%20-%202137-AF60.pdf>

efforts in ensuring members of the public have adequate emergency response information.¹⁹

Safety Considerations of CO₂ – CO₂ is not currently defined as a hazardous substance under PHMSA regulations. As noted above, the most dangerous hazard of CO₂ is asphyxiation. Because CO₂ is denser than air, it may pool in enclosed spaces or fail to disburse when released in areas without strong air circulation. The most deadly incident involving CO₂ occurred in 1986 in Lake Nyos, Cameroon which is one of only three lakes in the world known to be naturally saturated with CO₂. An eruption of dissolved CO₂ in the lake suddenly released an estimated 1.6 million tons of CO₂ into the air, killing 1,700 people and 3,500 livestock. However, industrial CO₂ accidents may also occur, such as a 2008 leak at a fire extinguishing installation in Germany, which led to the hospitalization of 19 people.²⁰ More recently, a CO₂ pipeline accident occurred in Satartia, Mississippi in February 2020, when a pipeline that was part of a network used for EOR ruptured, causing the evacuation of local residents and the hospitalization of 46 people. Emergency responders were not notified by the company that owned the pipeline about the leak and did not know what type of leak they were responding to.²¹ The subsequent investigation by PHMSA found the operator's actions and omissions contributed to the accident and its severity.²²

COMMENTS:

- 1) *Author's Statement.* According to the author, "Carbon capture technologies reduce carbon dioxide emissions by capturing, storing, and utilizing CO₂ from industrial processes, power plants, or direct air capture. Carbon capture is a critical and necessary strategy to reduce greenhouse gas emissions and achieve our climate goals. Models published by the Intergovernmental Panel on Climate Change (IPCC) and the International Energy Agency (IEA) require removing up to 20 Gt of carbon dioxide per year from the atmosphere to limit global warming to 1.5C. Recognizing its importance – billions of dollars are being invested in carbon capture by industry, the private sector, and governments. In 2022 the Department of Energy committed \$3.7 billion to finance projects to remove planet-warming carbon from the atmosphere to meet the nation's goal of net-zero greenhouse gas emissions by 2050. On January 10, 2025, the Biden Administration released draft federal regulations that would have lifted the SB 905 moratorium. Unfortunately, there was not enough time to formalize these regulations by adding them to the federal registry. Under the current administration, federal pipeline safety regulations will be – at best – delayed, or – at worst – dangerous. California must act to establish robust pipeline safety regulations. By picking up where the Biden Administration left off, we can accelerate the safe deployment of carbon pipelines in California, leverage billions of dollars in federal support to meet our climate goals, and create thousands of high-road green jobs."

¹⁹ PHMSA, Notice of Proposed Rulemaking; "Pipeline Safety: Safety of Carbon Dioxide and Hazardous Liquid Pipelines;" Docket PHMSA-2022-0125; RIN 2137-AF60; <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2025-01/PHMSA%20Notice%20of%20Proposed%20Rulemaking%20for%20CO2%20Pipelines%20-%202137-AF60.pdf>

²⁰ P. 4; Harper, P., et al.; "Assessment of the Major Hazard Potential of Carbon Dioxide;" *Health and Safety Executive*; June 2011.

²¹ U.S. Department of Transportation, *Failure Investigation Report - Denbury Gulf Coast Pipelines, LLC - Pipeline Rupture/Natural Force Damage* (2022), <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2022-05/Failure%20Investigation%20Report%20-%20Denbury%20Gulf%20Coast%20Pipeline.pdf>.

²² DOT, *Failure Investigation Report*; *Ibid*.

- 2) *CTRL V*. The Elder Act was written in the 1980s to address petroleum pipelines. It has been updated over the years in the wake of petroleum pipeline accidents to add safety requirements, most recently following the 2015 Refugio spill in Santa Barbara County. However, the original Act, as well as the updates, are geared towards petroleum infrastructure and characteristics, as well as lessons learned from petroleum pipeline accidents.

This bill inserts “carbon dioxide” wherever the Elder Act refers to hazardous liquid. In some cases, this may be inappropriate. For example, the bill exempts offshore CO₂ pipelines in federal waters and flow lines. These existing exemptions are based on petroleum production infrastructure and may not make sense for CO₂. The bill also exempts CO₂ pipelines on onshore production, refining, and manufacturing facilities, which again is based on petroleum infrastructure and may be inappropriate given the characteristics of CO₂ and likelihood that a pipeline rupture may have impacts well beyond the boundaries of the production, refining, or manufacturing facility where the pipeline is located.

CO₂ safety regulations may need to be tailored to the unique characteristics of CO₂ and may need to be more stringent than petroleum pipelines, at least while the industry builds knowledge and experience. The bill acknowledges this distinction by highlighting potential amendments to regulations of CO₂ pipelines to address other issues not addressed in the Elder Act, such as standards for impurities and added odorants. *Given this, the committee recommends striking the provisions of this bill in the Elder Act that exempt certain types of CO₂ transport that are unique to petroleum pipelines.*

- 3) *Timing and Overlap*. As mentioned above, PHMSA is currently undergoing a rulemaking to update their safety standards around CO₂ pipelines, and issued a draft Notice of Proposed Rulemaking (NPRM) in January 2025.²³ There are still many steps to go before the PHMSA rules become finalized. First, the Office of the Federal Register needs to publish the official NPRM, which has yet to occur. PHMSA then undergoes an extensive public process with advisory committee meetings, as well as receiving public comments from the Federal Register posting. PHMSA incorporates that public process in its final rule. It is unclear how long this process may take, or what level of priority this rulemaking has under the new federal administration.

The statewide moratorium on CO₂ pipeline transport for CCS projects, adopted in 2022 under SB 905 (Caballero, Chapter 359, Statutes of 2022), lifts once PHMSA concludes this rulemaking, and pipeline operators demonstrate their pipelines meet the new federal standards. Given the uncertainty with the federal rules, this bill lifts the moratorium before the federal action and introduces new safety regulation development at the state level through the OSFM. The bill requires the OSFM to adopt state rules under a very ambitious timeline – 3 months; by April 1, 2026. The bill also provides an APA

²³ PHMSA, Notice of Proposed Rulemaking; “Pipeline Safety: Safety of Carbon Dioxide and Hazardous Liquid Pipelines;” Docket PHMSA-2022-0125; RIN 2137-AF60; <https://www.phmsa.dot.gov/sites/phmsa.dot.gov/files/2025-01/PHMSA%20Notice%20of%20Proposed%20Rulemaking%20for%20CO2%20Pipelines%20-%202137-AF60.pdf>

exemption given this tight timeline, and requires the OSFM regulations to be “equivalent to the draft federal regulations.” Further, the OSFM is allowed, but not required, to adopt more stringent regulations, but only once the initial regulations are adopted. These provisions seem to encourage a singular path for OSFM – straight adoption of the draft PHMSA regulations. This quick timeline seems to be motivated, in part, by millions of dollars in federal tax credits²⁴ that these projects are currently eligible to receive; but whose longevity is uncertain.²⁵

The author has indicated the intent of this bill is for the moratorium to be lifted only upon the OSFM adopting the “equivalent to PHMSA” regulations. However, the bill does not require this. Rather, the moratorium would be lifted January 1, 2026, upon enactment of the statute; the state regulations could come three months later, but if delayed could be longer. This timing mismatch has raised concern amongst a coalition of environmental organizations who write in opposition that the bill, “would prematurely and unnecessarily end California’s partial pause on CO₂ pipelines.” The opposition also notes the opportunity for public input inherent in the PHMSA rulemaking would be absent in the OSFM regulation development, given the APA exemptions and short timeline in this bill.

Given the author’s stated intent to retain the moratorium until OSFM adopts regulations, and the balance sought between public engagement and the desire to move quickly, the committee recommends amendments to clarify the statewide CO₂ pipeline moratorium is only lifted upon OSFM adopting regulations; that the moratorium is only lifted for intrastate pipelines under OSFM jurisdiction; and that OSFM can adopt the initial regulations through an emergency rulemaking, which provides for an accelerated timeline but retains public input, rather than a straight APA exemption.

4) *Related Legislation.*

SB 614 (Stern, 2025) adds CO₂ to the substances included in the Elder Act, giving the OSFM exclusive jurisdiction to regulate intrastate pipeline transportation of CO₂. Requires OSFM to only permit CO₂ pipelines where applicant demonstrates that the pipeline complies with draft federal regulations, as specified, the California Endangered Species Act, the Porter-Cologne Water Quality Control Act, the California Environmental Quality Act, and other laws, as applicable. Lifts current statutory moratorium on pipelines used for CO₂ transport, and creates a Carbon Dioxide Pipeline Safety Advisory Committee. Status: Set for hearing on April 22, 2025, in Senate Committee on Governmental Organization.

5) *Prior Legislation.*

AB 2623 (Arambula, 2024) added CO₂, compressed to a supercritical state, to the substances included in the Elder Act, giving the OSFM exclusive jurisdiction to regulate intrastate pipeline transportation of CO₂. Also required the OSFM to adopt safety-related regulations governing intrastate CO₂ pipelines that include design, operation, and

²⁴ Section 45Q of the Internal Revenue Code; <https://www.federalregister.gov/documents/2021/01/15/2021-00302/credit-for-carbon-oxide-sequestration>

²⁵ Zoe Schlanger, “Trump Could Start a New Pipeline Fight,” *The Atlantic*; February 19, 2025; <https://www.theatlantic.com/science/archive/2025/02/carbon-capture-tax-credit-trump/681728/>

maintenance requirements on the pipelines themselves, public safety requirements, and reporting requirements, among other requirements as specified; and expanded the statutory moratorium on CO₂ pipeline usage from being until the federal safety standards are adopted, to being until both the federal and state safety regulations are adopted.

Status: *Died* – Assembly Committee on Utilities and Energy.

AB 1676 (Grayson, 2022) added CO₂, compressed to a supercritical state, to the substances included in the Elder Act, giving the OSFM exclusive jurisdiction to regulate intrastate pipeline transportation of CO₂ under the existing provisions of the Elder Act, which currently applies to petroleum and other hazardous liquids. Status: *Died* – Assembly Committee on Natural Resources.

SB 905 (Caballero) requires CARB to establish a Carbon Capture, Removal, Utilization, and Storage (CCRUS) Program and adopt regulations for a model unified permit program for the construction and operation of CCRUS projects. Established a statewide moratorium against utilizing pipelines for transporting CO₂ until the federal standards are promulgated. Status: Chapter 359, Statutes of 2022.

AB 1531 (O'Donnell, 2021) expanded the regulatory oversight of the OSFM to include intrastate pipelines transporting supercritical CO₂, and defines "carbon dioxide" as a fluid consisting of more than 90% carbon dioxide molecules compressed to a supercritical state, mirroring the federal definition. Status: *Died* – Senate Appropriations

- 6) *Double Referral*. This bill is double referred. Upon passage in this committee, it will be referred to the Assembly Committee on Natural Resources for its review.

REGISTERED SUPPORT / OPPOSITION:

Support

CA & NV State Association of Electrical Workers (IBEW)
 California Carbon Solutions Coalition
 California State Pipe Trades Council – *co-sponsor*
 Calpine Corporation
 Clean Energy Systems
 Coalition of California Utility Employees
 District Council 16, International Union of Painters and Allied Trades
 District Council 36, International Union of Painters and Allied Trades
 IBEW Local 1245
 Independent Energy Producers Association
 Pacific Gas and Electric Company
 Sacramento Municipal Utility District – *co-sponsor*
 United Association Local 250
 United Association Local 342

Oppose

1000 Grandmothers for Future Generations Bay Area
 350 Bay Area Action
 350 Contra Costa County

350 Humboldt County
Biofuelwatch
CA Youth Vs. Big Oil
Center for Biological Diversity
Climate Equity Policy Center
Climate Health Now Action Fund
Climate Reality San Francisco Bay Area Chapter
El Pueblo Para El Aire Y Agua Limpia De Kettleman City
Elders Climate Action
Elders Climate Action Norcal Chapter
Extinction Rebellion San Francisco Bay Area
Food & Water Watch
Good Neighbor Steering Committee
Greenpeace USA
Interfaith Climate Action Network of Contra Costa County
Labor Rise Climate Jobs Action Group
Oil & Gas Action Network
Oil Change International
Physicians for Social Responsibility - Los Angeles
Physicians for Social Responsibility - San Francisco Bay
Planning and Conservation League
Progressive Democrats of Benicia
Protect Monterey County
San Francisco Baykeeper
See (social Eco Education)
Sierra Club
Sunflower Alliance
Unidos Network INC
West Berkeley Alliance for Clean Air and Safe Jobs

Oppose Unless Amended

Center on Race, Poverty, & the Environment
Central California Environmental Justice Network
Leadership Counsel Action

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