

AMENDED IN ASSEMBLY SEPTEMBER 9, 2025

AMENDED IN ASSEMBLY SEPTEMBER 8, 2025

AMENDED IN ASSEMBLY JULY 17, 2025

AMENDED IN ASSEMBLY JUNE 26, 2025

AMENDED IN SENATE APRIL 24, 2025

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**SENATE BILL**

**No. 415**

**Introduced by Senator Reyes**

(Principal coauthor: Assembly Member Carrillo)

February 14, 2025

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An act to amend Sections 65098, 65098.1, 65098.1.5, 65098.2, 65098.2.5, 65098.2.7, 65098.3, 65098.4, 65098.5, 65098.6, and 65302.02 of, and to add Sections 65098.1.6 and 65098.2.8 to, the Government Code, to amend Sections 40458.5 and 40522.7 of the Health and Safety Code, and to add Section 2429.9 to the Vehicle Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 415, as amended, Reyes. Planning and zoning: logistics use developments: truck routes.

Existing law, beginning January 1, 2026, prescribes various statewide warehouse design and build standards for any proposed new or expanded logistics use developments, as specified, including, among other things, standards for building design and location, parking, truck loading bays, landscaping buffers, entry gates, and signage. Existing law defines various terms, including "21st century warehouse," and "tier 1 21st

century warehouse,” for purposes of those provisions as logistics uses that, among other things, comply with specified building and energy efficiency standards, including requirements related to the availability of conduits and electrical hookups to power climate control equipment at loading bays, as specified. Existing law, subject to specified exceptions, defines “logistics use” for these purposes to mean a building in which cargo, goods, or products are moved or stored for later distribution to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products.

This bill would clarify that a 21st century warehouse and a tier 1 21st century warehouse are required to comply with those standards as are in effect at the time that the building permit for a development of a 21st century warehouse is issued and make other clarifying changes relating to permissibility of use of conduits and electrical hookups at loading bays at those locations. The bill would revise the definition of “logistics use” and instead define “logistics use development” for these purposes to mean a building that is primarily used as a warehouse for the movement or the storage of cargo, goods, or products that are moved to business or retail customers, or both, that does not predominantly serve retail customers for onsite purchases, and heavy-duty trucks are primarily involved in the movement of the cargo, goods, or products. The bill would make various other technical and conforming changes to the provisions governing logistics use development.

Existing law requires a facility operator, before issuance of a certificate of occupancy, to establish and submit for approval by a city, county, or city and county a truck routing plan that, among other things, described the operational characteristics of the use of the facility operator. Existing law requires, by January 1, 2028, a county or city to update its circulation element, as provided, and to provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate idling facility locations, as specified. Existing law authorizes the Attorney General to enforce those provisions concerning the circulation element and to impose a fine against a jurisdiction that is in violation of these provisions, as provided.

This bill would, instead, require that the truck routing plan describe the operational characteristics of the logistics use development and of the logistics use development operator. The bill would require a jurisdiction, except as specified, to adopt a prescribed ordinance, on or

before January 1, 2028, including that the ordinance establishes specific travel routes for the transport of goods, materials, or freight for storage, transfer, or redistribution to safely accommodate additional truck traffic and avoid residential areas and sensitive receptors, as provided. The bill would, instead, require a county or city that is located in a warehouse concentration region to update its circulation element, on or before January 1, 2026, as specified. On and after January 1, 2028, or January 1, 2030, as specified, the bill would require that all proposed development of a logistics use development be accessible via arterial roads, major thoroughfares, or roads that predominantly serve commercially oriented uses. The bill would ~~provide that in an action brought by~~ *authorize the Attorney General, General to bring an action against* a city, county, or city and county that *is in violation of these provisions. The bill would make a city, county, or city and county that has been found by a court to be in violation of these provisions shall* be subject to a civil penalty of up to \$50,000 every 6 months, accrued from the date of the violation until the violation is cured, specified costs, and other relief deemed appropriate by the court. The bill would require a city or county to provide for posting of conspicuous signage to identify truck routes and additional signage for truck parking and appropriate locations for idling and parking, among other things.

Existing law requires a city, county, or city and county to condition approval of a logistics use development on (1) 2-to-1 replacement of any demolished housing unit that was occupied within the last 10 years, unless the housing unit was declared substandard by a building official, prior to purchase by the developer, and (2) the provision to any displaced tenant with a specified amount if residential dwellings are affected through purchase, as provided.

This bill would establish that nothing in the provisions described above regarding conditions placed upon approval of a logistics use development shall be construed to preclude the applicability of or compliance with other provisions that, among other things, prohibit an affected city or an affected county, as defined, from approving a development project that will require the demolition of occupied or vacant protected units, as defined, or that is located on a site where protected units were demolished in the previous 5 years, unless specified requirements are satisfied.

Existing law provides for the creation of the South Coast Air Quality Management District in those portions of the Counties of Los Angeles, Orange, Riverside, and San Bernardino included within the area of the

South Coast Air Basin, as specified. Existing law requires the ~~south coast district~~ *district, subject to an appropriation for the express purpose*, to deploy mobile air monitoring systems to collect air pollution measurements in communities that are near operational logistics use developments, use the data collected to conduct an air modeling analysis and submit its findings to the Legislature, and establish a process for receiving community input on how specified penalties assessed and collected are spent.

*This bill would delete the requirement that the district use the data collected, as described above, to conduct an air modeling analysis and, instead, based upon the amount of appropriated funds, authorize the district to use a combination of new air monitoring data or other measurement data to evaluate pollutant concentrations, as provided. The bill would also make nonsubstantive changes to references to the South Coast Air Quality Management District contained in those provisions.*

Existing law creates in the Transportation Agency, the Department of the California Highway Patrol under the control of a civil executive officer known as the Commissioner of the California Highway Patrol. Existing law requires the commissioner to establish a school for the training and education of the members of the California Highway Patrol, and for other employees of the department deemed necessary, in traffic regulation, in the performance of their duties, and in the proper enforcement of codes and laws respecting use of the highways.

This bill would require the department, on or before January 1, 2027, to make specified training on enforcement of laws relating to commercial vehicles, including, but not limited to, truck route enforcement, available to city and county law enforcement agencies, as specified.

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.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: yes.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 65098 of the Government Code is  
2 amended to read:

1 65098. As used in this chapter:

2 (a) “21st century warehouse” means a logistics use development  
3 that meets all of the following:

4 (1) Complies with or exceeds all requirements of the most  
5 current building energy efficiency standards specified in Part 6  
6 (commencing with Section 100) of Title 24 of the California Code  
7 of Regulations and the California Green Building Standards Code  
8 (Part 11 of Title 24 of the California Code of Regulations) that are  
9 in effect at the time that the building permit is issued, including,  
10 but not limited to, the following requirements related to:

11 (A) Photovoltaic system installation and associated battery  
12 storage.

13 (B) Cool roofing.

14 (C) Medium- and heavy-duty vehicle charging readiness.

15 (D) Light-duty electric vehicle charging readiness and installed  
16 charging stations.

17 (2) Has skylights in at least 1 percent of the roof area, or  
18 equivalent LED efficient lighting.

19 (3) (A) Provides conduits and electrical hookups at all loading  
20 bays serving cold storage.

21 (B) Idling or use of auxiliary truck engine power to power  
22 climate control equipment shall be prohibited if the truck is capable  
23 of plugging in at the loading bay and sufficient power is available.

24 (4) Ensures that any heating, ventilation, and air-conditioning  
25 is high-efficiency.

26 (5) (A) Ensures that all classes of forklifts used on site, pursuant  
27 to State Air Resources Board’s Zero-Emission Forklifts regulation,  
28 as drafted, shall be zero-emission by January 1, 2030, to the extent  
29 operationally feasible, commercially off-the-shelf available, and  
30 adequate power available on site.

31 (B) (i) If not operationally feasible, commercially off-the-shelf  
32 available, or if there is inadequate power available on site, the  
33 cleanest technology commercially available shall be used.

34 (ii) Cost shall not be a factor in determining operational  
35 feasibility pursuant to this subparagraph.

36 (6) (A) Ensures that equipment used on site utilizing small  
37 off-road engines shall be zero-emission, to the extent operationally  
38 feasible, commercially off-the-shelf available, and adequate power  
39 available on site.

1 (B) (i) If not operationally feasible, commercially off-the-shelf  
2 available, or if there is inadequate power available on site, the  
3 cleanest technology commercially available shall be used.

4 (ii) Cost shall not be a factor in determining operational  
5 feasibility pursuant to this subparagraph.

6 (C) Should any equipment used on site utilizing small off-road  
7 engines be contracted out, the logistics use development shall  
8 preferentially contract for services utilizing zero-emission small  
9 off-road engines.

10 (b) “Expansion” means the expansion of an existing logistics  
11 use development by 20 percent or more of the existing square  
12 footage. Office space shall not be included as part of the existing  
13 square footage or in the square footage for the 20-percent expansion  
14 threshold.

15 (c) “Heavy-duty truck” means a class 7 or class 8 truck. As used  
16 in this subdivision:

17 (1) “Class 7 truck” means a truck with a gross vehicle weight  
18 rating of 26,001 to 33,000 pounds.

19 (2) “Class 8 truck” means a truck with a gross vehicle weight  
20 rating of greater than 33,000 pounds.

21 (d) “Logistics use development” means a building that is  
22 primarily used as a warehouse for the movement or the storage of  
23 cargo, goods, or products that are moved to business or retail  
24 customers, or both, that does not predominantly serve retail  
25 customers for onsite purchases, and heavy-duty trucks are primarily  
26 involved in the movement of the cargo, goods, or products.  
27 “Logistics use development” does not include any of the following:

28 (1) Facilities where food or household goods are sold directly  
29 to consumers and are accessible to the public.

30 (2) A building primarily served by rail to move cargo goods or  
31 product.

32 (3) (A) A Strategic Intermodal Facility.

33 (B) For purposes of this subdivision, “Strategic Intermodal  
34 Facility” means a project that satisfies all of the following  
35 requirements:

36 (i) Logistics facilities, including warehousing and transloading  
37 facilities, served by rail.

38 (ii) Intermodal freight transport services.

39 (iii) All facility structures and related rail operations are located  
40 within a single site footprint.

1 (4) A building that serves a primary agricultural use that is  
2 actively operated for a single period of 90 consecutive days or less  
3 each year.

4 (e) “Sensitive receptor” means one or more of the following:

5 (1) A residence, including, but not limited to, a private home,  
6 apartment, condominium unit, group home, dormitory unit, or  
7 retirement home.

8 (2) A school, including, but not limited to, a preschool,  
9 prekindergarten, or school maintaining kindergarten or any of  
10 grades 1 to 12, inclusive.

11 (3) A daycare facility, including, but not limited to, in-home  
12 daycare.

13 (4) (A) Publicly owned parks, playgrounds, and recreational  
14 areas or facilities primarily used by children.

15 (B) For purposes of subparagraph (A), the following types of  
16 park and recreation areas shall not be considered a sensitive  
17 receptor:

18 (i) Parks and recreation areas included as a condition of approval  
19 for the logistics use development.

20 (ii) Land that will be used to ensure the public’s right of access  
21 to the sea, or other public access, pursuant to the California Coastal  
22 Act of 1976 (Division 20 (commencing with Section 30000) of  
23 the Public Resources Code) or McAteer-Petris Act (Title 7.2  
24 (commencing with Section 66600)).

25 (iii) Land developed at or adjacent to an airport or seaport for  
26 the express purpose of creating a buffer area between sensitive  
27 receptors and an airport or seaport facility.

28 (5) Nursing homes, long-term care facilities, hospices,  
29 convalescent facilities, or similar live-in housing.

30 (6) Hospitals, as defined in Section 128700 of the Health and  
31 Safety Code.

32 (f) “Small off-road engines” means spark-ignition engines rated  
33 at or below 19 kilowatts or 25 horsepower or less.

34 (g) “Tier 1 21st century warehouse” means a logistics use  
35 development that meets all of the following:

36 (1) Complies with or exceeds all requirements of the most  
37 current building energy efficiency standards specified in Part 6  
38 (commencing with Section 100) of Title 24 of the California Code  
39 of Regulations and the California Green Building Standards Code  
40 (Part 11 of Title 24 of the California Code of Regulations) that are

- 1 in effect at the time that the building permit is issued, including,  
2 but not limited to, the following requirements related to:
- 3 (A) (i) Photovoltaic system installation and associated battery  
4 storage.
- 5 (ii) For purposes of the photovoltaic system installation  
6 requirement in clause (i), all logistic use square footage should be  
7 considered conditioned space.
- 8 (B) Cool roofing.
- 9 (C) Medium- and heavy-duty vehicle charging readiness.
- 10 (D) Light-duty electric vehicle charging readiness and installed  
11 charging stations.
- 12 (2) Has skylights in at least one percent of the roof area, or  
13 equivalent LED efficient lighting.
- 14 (3) Has a microgrid-ready switchgear system capable of  
15 supporting distributed energy resources.
- 16 (4) Is advanced smart metering ready.
- 17 (5) Has a minimum of 50 percent of all passenger vehicle  
18 parking spaces preinstalled with conduit and all necessary physical  
19 infrastructure to support future charging of electric vehicles.
- 20 (6) Has a minimum of 10 percent of all passenger vehicle  
21 parking spaces installed with electric vehicle charging stations.
- 22 (7) (A) Provides conduits and electrical hookups at all loading  
23 bays serving cold storage.
- 24 (B) Idling or use of auxiliary truck engine power to power  
25 climate control equipment shall be prohibited if the truck is capable  
26 of plugging in at the loading bay and sufficient power is available.
- 27 (8) Ensures that any heating, ventilation, and air-conditioning  
28 is high-efficiency.
- 29 (9) (A) Ensures that all classes of forklifts used on site, pursuant  
30 to State Air Resources Board's Zero-Emission Forklifts regulation,  
31 as drafted, shall be zero-emission by January 1, 2028, to the extent  
32 operationally feasible, commercially off-the-shelf available, and  
33 adequate power available on site.
- 34 (B) (i) If not operationally feasible, commercially off-the-shelf  
35 available, or if there is inadequate power available on site, the  
36 cleanest technology commercially available shall be used.
- 37 (ii) Cost shall not be a factor in determining operational  
38 feasibility pursuant to this subparagraph.
- 39 (10) (A) Ensures that equipment used on site utilizing small  
40 off-road engines shall be zero-emission, to the extent operationally

1 feasible, commercially off-the-shelf available, and adequate power  
2 available on site.

3 (B) (i) If not operationally feasible, commercially off-the-shelf  
4 available, or if there is inadequate power available on site, the  
5 cleanest technology commercially available shall be used.

6 (ii) Cost shall not be a factor in determining operational  
7 feasibility pursuant to this subparagraph.

8 (C) Should any equipment used on site utilizing small off-road  
9 engines be contracted out, the logistics use development shall  
10 preferentially contract for services utilizing zero-emission small  
11 off-road engines.

12 (h) “Warehouse concentration region” includes the  
13 unincorporated areas within the Counties of Riverside and San  
14 Bernardino and the Cities of Chino, Colton, Fontana, Jurupa  
15 Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga,  
16 Redlands, Rialto, Riverside, and San Bernardino.

17 (i) “Logistics park” means a development consisting of multiple  
18 buildings containing logistics use developments.

19 SEC. 2. Section 65098.1 of the Government Code is amended  
20 to read:

21 65098.1. (a) Commencing January 1, 2026, any proposed new  
22 or expanded logistics use development 250,000 square feet or more  
23 where the loading bay is within 900 feet of a sensitive receptor  
24 that is utilizing a site zoned for industrial use or any site where an  
25 application was submitted to the jurisdiction by September 30,  
26 2024, to rezone as industrial and the rezone to industrial was  
27 ultimately approved shall comply with all of the following:

28 (1) Include all Tier 1 21st century warehouse design elements  
29 described in subdivision (g) of Section 65098.

30 (2) Orient truck loading bays on the side of the logistics use  
31 development that is away from the nearest sensitive receptor, to  
32 the extent feasible.

33 (3) Locate truck loading bays a minimum of 300 feet from the  
34 property line of the nearest sensitive receptor to the nearest truck  
35 loading bay opening using a direct straight-line method.

36 (4) Have a separate entrance to the logistics use development  
37 or logistics park for heavy-duty trucks accessible via a truck route,  
38 arterial road, major thoroughfare, or a local road that predominantly  
39 serves commercial, agricultural, or industrial uses. A separate  
40 entrance for heavy-duty trucks may include a driveway with a lane

1 dedicated to heavy-duty trucks and a lane dedicated for other  
2 vehicles.

3 (5) Locate truck entry, exit, and internal circulation away from  
4 sensitive receptors. Heavy-duty diesel truck drive aisles shall be  
5 prohibited from being used on sides of the logistics use  
6 development that are directly adjacent to a sensitive receptor  
7 property line.

8 (6) Comply with buffering and screening to mitigate for light  
9 and noise, as described in Section 65098.2.

10 (b) Commencing January 1, 2026, except as provided for in  
11 subdivision (c), any proposed new or expanded logistics use  
12 development that is on land that is not zoned industrial, whether  
13 developed or undeveloped, or land that needs to be rezoned, where  
14 the loading bay is within 900 feet of a sensitive receptor, shall  
15 comply with all of the following:

16 (1) If the logistics use development is 250,000 square feet or  
17 more it shall include all Tier 1 21st century warehouse design  
18 elements described in subdivision (g) of Section 65098. If the  
19 logistics use development is less than 250,000 square feet it shall  
20 include all 21st century warehouse design elements described in  
21 subdivision (a) of Section 65098.

22 (2) Orient truck loading bays on the side of the logistics use  
23 development that is away from the nearest sensitive receptor, to  
24 the extent feasible.

25 (3) Locate truck loading bays a minimum of 500 feet from the  
26 property line of the nearest sensitive receptor to the nearest truck  
27 loading bay opening using a direct straight-line method.

28 (4) Have a separate entrance to the logistics use development  
29 or logistics park for heavy-duty trucks accessible via a truck route,  
30 arterial road, major thoroughfare, or a local road that predominantly  
31 serves commercial, agricultural, or industrial uses. A separate  
32 entrance for heavy-duty trucks may include a driveway with a lane  
33 dedicated to heavy-duty trucks and a lane dedicated to automobiles.

34 (5) Locate truck entry, exit, and internal circulation away from  
35 sensitive receptors. Heavy-duty diesel truck drive aisles shall be  
36 prohibited from being used on sides of the logistics use  
37 development that are directly adjacent to a sensitive receptor  
38 property line.

39 (6) Comply with buffering and screening to mitigate for light  
40 and noise, as described in Section 65098.2.

1 (c) Commencing January 1, 2026, any proposed new or  
2 expanded logistics use development that is on land that is not zoned  
3 industrial, whether developed or undeveloped, or land that needs  
4 to be rezoned, and is located in the warehouse concentration region,  
5 shall comply with all of the following:

6 (1) If the logistics use development is 250,000 square feet or  
7 more it shall include all Tier 1 21st century warehouse design  
8 elements described in subdivision (g) of Section 65098. If the  
9 logistics use development is less than 250,000 square feet it shall  
10 include all 21st century warehouse design elements described in  
11 subdivision (a) of Section 65098.

12 (2) Orient truck loading bays on the side of the logistics use  
13 development that is away from the nearest sensitive receptor, to  
14 the extent feasible.

15 (3) Locate truck loading bays a minimum of 500 feet from the  
16 property line of the nearest sensitive receptor to the nearest truck  
17 loading bay opening using a direct straight-line method.

18 (4) Have a separate entrance to the logistics use development  
19 or logistics park for heavy-duty trucks accessible via a truck route,  
20 arterial road, major thoroughfare, or a local road that predominantly  
21 serves commercial, agricultural, or industrial uses. A separate  
22 entrance for heavy-duty trucks may include a driveway with a lane  
23 dedicated to heavy-duty trucks and a lane dedicated to automobiles.

24 (5) Locate truck entry, exit, and internal circulation away from  
25 sensitive receptors. Heavy-duty diesel truck drive aisles shall be  
26 prohibited from being used on sides of the logistics use  
27 development that are directly adjacent to a sensitive receptor  
28 property line.

29 (6) Comply with buffering and screening to mitigate for light  
30 and noise, as described in Section 65098.2.

31 (d) Commencing January 1, 2026, any proposed new or  
32 expanded logistics use development less than 250,000 square feet  
33 where the loading bay is within 900 feet of a sensitive receptor  
34 that is utilizing a site zoned for industrial use or any site where an  
35 application was submitted to the jurisdiction by September 30,  
36 2024, to rezone as industrial and the rezone to industrial was  
37 ultimately approved shall comply with all of the following:

38 (1) Orient truck loading bays on the side of the logistics use  
39 development that is away from the nearest sensitive receptor, to  
40 the extent feasible.

1 (2) Locate truck entry, exit, and internal circulation away from  
2 sensitive receptors. Heavy-duty diesel truck drive aisles shall be  
3 prohibited from being used on sides of the logistics use  
4 development that are directly adjacent to a sensitive receptor  
5 property line.

6 (3) Comply with buffering and screening to mitigate for light  
7 and noise, as described in Section 65098.2.

8 (4) Complies with or exceeds all requirements of the most  
9 current building energy efficiency standards specified in Part 6  
10 (commencing with Section 100) of Title 24 of the California Code  
11 of Regulations and the California Green Building Standards Code  
12 (Part 11 of Title 24 of the California Code of Regulations) that are  
13 in effect at the time that the building permit is issued, including,  
14 but not limited to, the following requirements related to:

15 (A) Photovoltaic system installation and associated battery  
16 storage.

17 (B) Cool roofing.

18 (C) Medium- and heavy-duty vehicle charging readiness.

19 (D) Light-duty electric vehicle charging readiness and installed  
20 charging stations.

21 (5) (A) Provides conduits at loading bays equal to one truck  
22 per every loading bay serving cold storage.

23 (B) Idling or use of auxiliary truck engine power to power  
24 climate control equipment shall be prohibited if the truck is capable  
25 of plugging in at the loading bay and sufficient power is available.

26 (6) Ensures that any heating, ventilation, and air-conditioning  
27 is high-efficiency.

28 (7) Have a separate entrance for heavy-duty trucks accessible  
29 via a truck route, arterial road, major thoroughfare, or a local road  
30 that predominantly serves commercial oriented uses.

31 (e) For purposes of this section, “rezone” does not include land  
32 that meets both of the following requirements:

33 (1) The land is annexed by a jurisdiction through a boundary  
34 change.

35 (2) The zoning in the new jurisdiction is consistent with the  
36 zoning assigned by the original jurisdiction.

37 SEC. 3. Section 65098.1.5 of the Government Code is amended  
38 to read:

39 65098.1.5. (a) (1) Notwithstanding any other law, except as  
40 provided in Section 65098.1.6, any existing logistics use

1 development in existence as of September 30, 2024, shall not be  
2 subject to the requirements described in paragraph (3) of  
3 subdivision (a) of, paragraph (3) of subdivision (b) of, or paragraph  
4 (3) of subdivision (c) of Section 65098.1, as applicable, if a new  
5 sensitive receptor is constructed, established, or permitted after  
6 the effective date of this chapter.

7 (2) Notwithstanding any other law, except as provided in Section  
8 65098.1.6, if by September 30, 2024, a proposed expansion of a  
9 logistics use development is in a local entitlement process, then  
10 the proposed expansion shall not be subject to the requirements  
11 described in paragraph (3) of subdivision (a) of, paragraph (3) of  
12 subdivision (b) of, or paragraph (3) of subdivision (c) of Section  
13 65098.1, as applicable, if a sensitive receptor is constructed,  
14 established, or permitted after the effective date of this chapter.

15 (3) Notwithstanding any other law, except as provided in Section  
16 65098.1.6, if by September 30, 2024, a property is currently in a  
17 local entitlement process to become a logistics use development,  
18 then the proposed logistics use development shall not be subject  
19 to the requirements described in paragraph (3) of subdivision (a)  
20 of, paragraph (3) of subdivision (b) of, or paragraph (3) of  
21 subdivision (c) of Section 65098.1, as applicable, if a sensitive  
22 receptor is constructed, established, or permitted after the effective  
23 date of this chapter.

24 (b) (1) Any proposed new logistics use developments that  
25 require the rezoning of land and must undergo a municipal  
26 entitlement process shall not be subject to the requirements  
27 described in paragraph (3) of subdivision (a) of, paragraph (3) of  
28 subdivision (b) of, or paragraph (3) of subdivision (c) of Section  
29 65098.1, as applicable, if the start of the entitlement process for  
30 the logistics use development began before any sensitive receptor  
31 started its own entitlement or permitting process, unless the  
32 proposed sensitive receptor was an existing allowable use according  
33 to local zoning regulations.

34 (2) During a logistics use development's entitlement process  
35 for a new or expanded logistics use development, if a new sensitive  
36 receptor is proposed or established within the distances required  
37 by paragraph (3) of subdivision (a) of, paragraph (3) of subdivision  
38 (b) of, or paragraph (3) of subdivision (c) of Section 65098.1, as  
39 applicable, then those distance requirements shall not apply to the  
40 logistics use development so long as the logistics use development

1 was not already subject to those requirements prior to the new  
2 sensitive receptor being proposed or established.

3 (c) The protection afforded by this section shall remain in effect  
4 from the time of the initial application submission through the  
5 completion of the entitlement process, including any necessary  
6 rezoning actions and through the development period. If no  
7 construction activity occurs within five years of entitlement  
8 approvals, the protections shall be waived.

9 SEC. 4. Section 65098.1.6 is added to the Government Code,  
10 to read:

11 65098.1.6. (a) Notwithstanding any other law, this chapter  
12 shall not apply to any logistics use development that was subject  
13 to a local entitlement process that began before September 30,  
14 2024.

15 (b) Notwithstanding any other law, this chapter shall not apply  
16 to a logistics use development that received an approval by a local  
17 agency before the date upon which this chapter became effective.

18 (c) For purposes of this section, “approval” shall have the same  
19 meaning as is set forth in subdivision (a) of Section 15352 of  
20 Chapter 3 of Division 6 of Title 14 of the California Code of  
21 Regulations.

22 SEC. 5. Section 65098.2 of the Government Code is amended  
23 to read:

24 65098.2. (a) Any new logistics use development within 900  
25 feet of a sensitive receptor shall have a buffer as follows:

26 (1) If the logistics use development is subject to the requirements  
27 of subdivision (a) or (d) of Section 65098.1, the buffer shall be 50  
28 feet in width measured from the property line of all adjacent  
29 sensitive receptors that, in accordance with subdivisions (b) and  
30 (c), fully screen the logistics use development from the sensitive  
31 receptor.

32 (2) If the logistics use development is subject to either  
33 subdivision (b) or subdivision (c) of Section 65098.1, the buffer  
34 shall be 100 feet in width measured from the property line of all  
35 adjacent sensitive receptors that, in accordance with subdivisions  
36 (b) and (c), fully screen the logistics use development from the  
37 sensitive receptor.

38 (b) Buffer areas shall include a solid decorative wall, landscaped  
39 berm and wall, or landscaped berm 10 feet or more in height,  
40 drought tolerant natural ground landscaping with proper irrigation,

1 and solid-screen buffering trees as described in subdivision (c)  
2 and may include other hardscape, access, and passenger vehicle  
3 parking improvements.

4 (c) Trees shall be used as part of a solid-screen buffering  
5 treatment and planted in two rows along the length of the property  
6 line adjacent to the sensitive receptor. Trees used for this purpose  
7 shall be evergreen, drought tolerant, to the extent feasible,  
8 composed of species with low biogenic emissions, of a minimum  
9 36-inch box size at planting, and spaced at no greater distance than  
10 40 feet on center. Palm trees shall not be utilized. The buffer area  
11 may include any landscaped areas within a public right-of-way or  
12 public or private pedestrian walkways.

13 ~~(d) A city, county, or city and county shall not adopt or enforce~~  
14 ~~any ordinance, standard, rule, or regulation that would have the~~  
15 ~~effect of physically precluding a logistics use development from~~  
16 ~~complying with any of the requirements set forth in this chapter.~~

17 SEC. 6. Section 65098.2.5 of the Government Code is amended  
18 to read:

19 65098.2.5. The entry gates into the loading truck court for a  
20 new or expanded logistics use development shall be positioned  
21 after a minimum of 50 feet of total available stacking depth inside  
22 the property line. The stacking depth shall be increased by 70 feet  
23 for every 20 loading bays beyond 50 loading bays, to the extent  
24 feasible.

25 SEC. 7. Section 65098.2.7 of the Government Code is amended  
26 to read:

27 65098.2.7. (a) The purpose of this section is to ensure that  
28 logistics use developments, beginning January 1, 2026, are sited  
29 in locations that minimize adverse impacts on residential  
30 communities and enhance transportation efficiency. This is  
31 achieved by restricting logistics use development to roadways that  
32 are suited to handle the associated traffic and that predominantly  
33 serve commercial, agricultural, or industrial uses.

34 (b) (1) Any new logistics use development shall be sited on  
35 roadways that meet the following classifications:

36 (A) Arterial roads.

37 (B) Collector roads.

38 (C) Major thoroughfares.

39 (D) Local roads that predominantly serve commercial,  
40 agricultural, or industrial uses.

1 (2) For purposes of this chapter, local roads shall be considered  
 2 to predominantly serve commercial, agricultural, or industrial uses  
 3 if more than 50 percent of the properties fronting the road within  
 4 1,000 feet of the site’s truck entrances and exits are designated for  
 5 commercial, agricultural, or industrial use according to the local  
 6 zoning ordinance.

7 (c) A waiver may be granted where siting on the designated  
 8 roadways pursuant to subdivision (b) is impractical due to unique  
 9 geographic, economic, or infrastructure-related reasons. The waiver  
 10 shall be approved by the city, county, or city and county, provided  
 11 that the applicant demonstrates all of the following:

12 (1) There is no feasible alternative site that exists within the  
 13 designated roadways.

14 (2) A traffic analysis has been completed and submitted to the  
 15 local approving authority.

16 (3) The site is an existing industrial zone or an existing industrial  
 17 or agricultural zone for an agricultural-related logistics use project.

18 (4) The proposed site will incorporate mitigations to minimize  
 19 traffic and environmental impacts on residential areas to the  
 20 greatest extent feasible.

21 SEC. 8. Section 65098.2.8 is added to the Government Code,  
 22 to read:

23 65098.2.8. (a) Except as specified in subdivision (b), a  
 24 jurisdiction that is not in a warehouse concentration region shall  
 25 adopt an ordinance, on or before January 1, 2028, that shall do all  
 26 of the following:

27 (1) Identify and establish specific travel routes for the transport  
 28 of goods, materials, or freight for storage, transfer, or redistribution  
 29 to safely accommodate additional truck traffic and avoid residential  
 30 areas and sensitive receptors, as defined in Section 65098.

31 (2) Maximize the use of interstate or divided highways as  
 32 preferred routes for truck routes. The county or city shall also  
 33 maximize use of arterial roads, major thoroughfares, and local  
 34 roads that predominantly serve commercial, agricultural, or  
 35 industrial uses when state or interstate highways are not utilized.  
 36 Truck routes shall comply with all of the following.

37 (A) Major or minor collector streets and local roads that  
 38 ~~predominately~~ *predominantly* serve commercial, agricultural, or  
 39 industrial uses shall be used for truck routes only when strictly  
 40 necessary to reach existing industrial zones.

1 (B) Trucks shall be routed via transportation arteries that  
2 minimize exposure to sensitive receptors.

3 (C) On and after January 1, 2028, or January 1, 2030, for a  
4 jurisdiction that is subject to subdivision (b), all proposed  
5 development of a logistics use development, as defined in  
6 subdivision (d) of Section 65098, shall be accessible via arterial  
7 roads, major thoroughfares, or local roads that predominantly serve  
8 commercial, agricultural, or industrial uses.

9 (i) The purpose of this section is to ensure that logistics use  
10 development are sited in locations that minimize adverse impacts  
11 on residential communities and enhance transportation efficiency.  
12 This is achieved by restricting logistics use developments to  
13 roadways that are suited to handle the associated traffic and that  
14 predominantly serve commercial, agricultural, or industrial uses.

15 (ii) For purposes of this section, local roads shall be considered  
16 to predominantly serve commercial, agricultural, or industrial uses  
17 if more than 50 percent of the properties fronting the road within  
18 1,000 feet are designed for commercial, agricultural, or industrial  
19 use according to the local zoning ordinance.

20 (D) Notwithstanding any other provision in this paragraph, an  
21 ordinance may, but is not required to, regulate traffic from a  
22 primary agricultural use facility, located in that jurisdiction. For  
23 purposes of this subparagraph, a primary agricultural use facility  
24 means a logistics use facility that is less than 20,000 square feet,  
25 located in an unincorporated area, in which one or more agricultural  
26 commodities or forest products is produced, processed, or  
27 packaged, and that may include storage of those commodities or  
28 products incidental to production, processing, or packaging.

29 (b) A jurisdiction that is a city with a population that is equal  
30 to, or less than, 50,000 persons or a county with a population that  
31 is equal to, or less than, 100,000 persons shall adopt the ordinance  
32 required pursuant to subdivision (a) on or before January 1, 2030.

33 (c) The city or county may consult with the Department of  
34 Transportation and the California Freight Advisory Committee for  
35 technical assistance.

36 (d) The city or county shall provide for posting of conspicuous  
37 signage to identify truck routes and additional signage for truck  
38 parking and appropriate idling facility locations.

39 (e) The city or county shall make truck routes publicly available  
40 in geographic information system (GIS) format and share GIS

1 maps of the truck routes with warehouse operators, fleet operators,  
2 and truck drivers.

3 (f) The city or county shall provide opportunities for the  
4 involvement of citizens, California Native American Indian tribes,  
5 public agencies, public utility companies, and civic, educational,  
6 and other community groups through public hearings and any other  
7 means that the planning agency deems appropriate, consistent with  
8 Section 65351.

9 (g) The city or county shall make a diligent effort to achieve  
10 public participation of all economic segments of the community  
11 in the development of the changes required pursuant to this section.

12 (h) The requirement to adopt an ordinance pursuant to this  
13 section shall not apply to a city, county, or city and county that as  
14 of January 1, 2025, did not have any logistics use development  
15 within its jurisdiction. If any proposed new logistics use  
16 development is approved within a jurisdiction after January 1,  
17 2025, a city, county, or city and county shall comply with the  
18 requirements in this section within two years after the date of final  
19 approval of a logistics use development.

20 (i) (1) ~~In an action brought by the Attorney General against a~~  
21 *An action may be brought by the Attorney General against a city,*  
22 *county, or city and county that is in violation of this section. A*  
23 *city, county, or city and county that has been found by a court to*  
24 *be in violation of this section shall be subject to any of the*  
25 *following:*

26 (A) A civil penalty of up to fifty thousand dollars (\$50,000)  
27 every six months, accrued from the date of the violation until the  
28 violation is cured.

29 (B) Costs of investigating and prosecuting this action, including  
30 expert fees, reasonable attorney’s fees, and costs.

31 (C) Other relief deemed appropriate by the court, including  
32 equitable and injunctive relief.

33 (2) In determining the application of the remedies available  
34 under this section, the court shall consider whether there are any  
35 mitigating circumstances delaying the jurisdiction from coming  
36 into compliance with this section. The court may consider whether  
37 a city, county, or city and county is making a good faith effort to  
38 come into substantial compliance or is facing substantial undue  
39 hardships.

1 (j) Civil penalties collected pursuant to this section shall be paid  
2 to the office of the Attorney General. Upon appropriation by the  
3 Legislature, any civil penalties collected pursuant subdivision (i)  
4 shall be distributed by the Attorney General and returned to the  
5 local air quality management district in which the civil penalty  
6 was imposed for the district's efforts to improve air quality.

7 SEC. 9. Section 65098.3 of the Government Code is amended  
8 to read:

9 65098.3. (a) Anti-idling signs indicating a three-minute  
10 heavy-duty truck engine idling restriction shall be posted at  
11 logistics use developments along entrances to the site and at the  
12 truck loading bays.

13 (b) Signs shall be installed at all heavy-duty truck exit driveways  
14 directing truck drivers to the truck route as indicated in the truck  
15 routing plan, as described in Section 65098.4, and to the state  
16 highway system.

17 SEC. 10. Section 65098.4 of the Government Code is amended  
18 to read:

19 65098.4. (a) Prior to the issuance of a certificate of occupancy,  
20 a logistics use development operator shall establish and submit for  
21 approval to the planning director or equivalent position for the  
22 city, county, or city and county a truck routing plan to and from  
23 the state highway system based on the latest truck route map of  
24 the city, county, or city and county. The truck routing plan shall  
25 describe the operational characteristics of the logistic use and of  
26 the logistics use development operator, including, but not limited  
27 to, hours of operation, types of items to be stored within the  
28 building, and proposed truck routing to and from the logistics use  
29 development to designated truck routes that, to the greatest extent  
30 possible, avoid passing sensitive receptors. The truck routing plan  
31 shall include measures, such as signage and pavement markings,  
32 and queuing analysis for preventing truck queuing, circling,  
33 stopping, and parking on public streets. The logistics use  
34 development operator shall be responsible for communication of  
35 the truck routing plan internally and to external parties who may  
36 dispatch trucks to the facility.

37 (b) A revised truck routing plan shall be submitted to the  
38 planning director or equivalent position prior to a business license  
39 being issued by the city, county, or city and county for any new  
40 tenant of the property. The planning director or equivalent position

1 shall have discretion to determine if changes to the truck routing  
 2 plan are necessary, including, but not limited to, any additional  
 3 measures to alleviate truck routing and parking issues that may  
 4 arise during the life of the logistics use development.

5 (c) This section shall not be construed to expand or restrict any  
 6 authority that the planning director may have pursuant to any local  
 7 ordinance or regulation to regulate hours of operation.

8 SEC. 11. Section 65098.5 of the Government Code is amended  
 9 to read:

10 65098.5. (a) A city, county, or city and county shall not  
 11 approve development of a logistics use development that does not  
 12 meet or exceed the standards outlined in this chapter.

13 (b) *A city, county, or city and county shall not adopt or enforce*  
 14 *any ordinance, standard, rule, or regulation to the extent that the*  
 15 *ordinance, standard, rule, or regulation would prohibit or have*  
 16 *the effect of physically precluding any physical feature of a logistics*  
 17 *use development that is required by paragraphs (1) to (4),*  
 18 *inclusive, of subdivision (a) of Section 65098, paragraphs (1) to*  
 19 *(7), inclusive, of subdivision (g) of Section 65098, paragraphs (1),*  
 20 *(4), and (6) of subdivision (a) of Section 65098.1, paragraphs (1),*  
 21 *(4), and (6) of subdivision (b) of Section 65098.1, paragraphs (1),*  
 22 *(4), and (6) of subdivision (c) of Section 65098.1, paragraphs (3)*  
 23 *to (5), inclusive, and paragraph (7) of subdivision (d) of Section*  
 24 *65098.1, Section 65098.2, or Section 65098.2.5.*

25 ~~(b)~~

26 (c) This section shall not be construed to restrict the existing  
 27 authority of a city, county, or city and county to ~~deny a logistics~~  
 28 ~~use development altogether.~~ *do either of the following:*

29 (1) *Deny a logistics use development altogether.*

30 (2) *Adopt or enforce an ordinance, standard, rule, or regulation*  
 31 *that prohibits or has the effect of physically precluding a new*  
 32 *logistics use development or the expansion of a logistics use*  
 33 *development on any parcel.*

34 SEC. 12. Section 65098.6 of the Government Code is amended  
 35 to read:

36 65098.6. A city, county, or city and county shall condition  
 37 approval of a logistics use development on the following:

38 (a) Two-to-one replacement of any demolished housing unit  
 39 that was occupied within the last 10 years, unless the housing unit  
 40 was declared substandard by a building official, pursuant to Section

1 17920.3 of the Health and Safety Code, prior to purchase by the  
2 developer. For each housing unit demolished, regardless of market  
3 value of the unit, two units of affordable housing for persons and  
4 families of low or moderate income, as defined in Section 50093  
5 of the Health and Safety Code, that are deed-restricted shall be  
6 built within the jurisdiction. Funds from any fee imposed for the  
7 replacement of demolished housing units shall be placed in a  
8 housing-specific set-aside account and shall be used for housing  
9 within three years of collection.

10 (b) If residential dwellings are affected through purchase, the  
11 developer shall be required to provide any displaced tenant with  
12 an amount equivalent to 12 months' rent at the current rate.

13 (c) Nothing in this section shall be construed to limit or preclude  
14 the applicability of Article 2 (commencing with Section 66300.5)  
15 of Chapter 12 to logistics uses. A logistics use that is subject to  
16 Article 2 (commencing with Section 66300.5) of Chapter 12 shall  
17 first comply with that article. Any additional replacement housing  
18 obligations or payments to displaced tenants that are not required  
19 pursuant to that article shall comply with this section.

20 SEC. 13. Section 65302.02 of the Government Code is amended  
21 to read:

22 65302.02. (a) A county or city that is located in a warehouse  
23 concentration region, as defined in Section 65098, shall update its  
24 circulation element, as required by subdivision (b) of Section  
25 65302, to do all of the following on or before January 1, 2026:

26 (1) Identify and establish specific travel routes for the transport  
27 of goods, materials, or freight for storage, transfer, or redistribution  
28 to safely accommodate additional truck traffic and avoid residential  
29 areas and sensitive receptors, as defined by Section 65098.

30 (2) Maximize the use of interstate or state divided highways as  
31 preferred routes for truck routes. The county or city shall also  
32 maximize use of arterial roads, major thoroughfares, and local  
33 roads that predominantly serve commercial, agricultural, or  
34 industrial uses when state or interstate highways are not utilized.  
35 Truck routes shall comply with the following:

36 (A) Major or minor collector streets and local roads that  
37 predominantly serve commercial, agricultural, or industrial uses  
38 shall be used for truck routes only when strictly necessary to reach  
39 existing industrial zones.

1 (B) Trucks shall be routed via transportation arteries that  
2 minimize exposure to sensitive receptors.

3 (b) On and after January 1, 2028, all proposed development of  
4 a logistics use development, as defined in subdivision (d) of Section  
5 65098, shall be accessible via arterial roads, major thoroughfares,  
6 or local roads that predominantly serve commercial, agricultural,  
7 or industrial uses.

8 (c) The purpose of this section is to ensure that logistics use  
9 developments are sited in locations that minimize adverse impacts  
10 on residential communities and enhance transportation efficiency.  
11 This is achieved by restricting logistics use developments to  
12 roadways that are suited to handle the associated traffic and that  
13 predominantly serve commercial, agricultural, or industrial uses.

14 (d) For purposes of this section, local roads shall be considered  
15 to predominantly serve commercial, agricultural, or industrial uses  
16 if more than 50 percent of the properties fronting the road within  
17 1,000 feet of the truck entrances and exits are designated for  
18 commercial, agricultural, or industrial use according to the local  
19 zoning ordinance.

20 (e) The county or city may consult with the Department of  
21 Transportation and the California Freight Advisory Committee for  
22 technical assistance.

23 (f) The county or city shall provide for posting of conspicuous  
24 signage to identify truck routes and additional signage for truck  
25 parking and appropriate locations for idling and parking.

26 (g) The county or city shall make truck routes publicly available  
27 in geographic information system (GIS) format and share GIS  
28 maps of the truck routes with warehouse operators, fleet operators,  
29 and truck drivers.

30 (h) The city or county shall provide opportunities for the  
31 involvement of citizens, California Native American Indian tribes,  
32 public agencies, public utility companies, and civic, educational,  
33 and other community groups through public hearings and any other  
34 means the planning agency deems appropriate, consistent with  
35 Section 65351.

36 (i) The city or county shall make a diligent effort to achieve  
37 public participation of all economic segments of the community  
38 in the development of the changes required pursuant to this section.

39 (j) (1) An action may be brought by the Attorney General  
40 against a jurisdiction that is in violation of this section. A city,

1 county, or city and county found by ~~the courts~~ *a court* to be in  
2 violation of this section shall be subject to any of the following:

3 (A) A civil penalty of up to fifty thousand dollars (\$50,000)  
4 every six months, accrued from the date of the violation until the  
5 violation is cured.

6 (B) All costs of investigating and prosecuting this action,  
7 including expert fees, reasonable attorney’s fees, and costs.

8 (C) Other relief deemed appropriate by the court, including  
9 equitable and injunctive relief.

10 (2) In determining the application of the remedies available  
11 pursuant to this section, the court shall consider whether there are  
12 any mitigating circumstances delaying the jurisdiction from coming  
13 into compliance with this section. The court may consider whether  
14 a city, county, or city and county is making a good faith effort to  
15 come into substantial compliance or is facing substantial undue  
16 hardship.

17 (k) Civil penalties collected pursuant to this section shall be  
18 paid to the office of the Attorney General. Upon appropriation by  
19 the Legislature, any civil penalties collected pursuant to subdivision  
20 (j), shall be distributed by the Attorney General and returned to  
21 the local air quality management district in which the civil penalty  
22 was imposed for the district’s efforts to improve air quality.

23 SEC. 14. Section 40458.5 of the Health and Safety Code is  
24 amended to read:

25 40458.5. (a) Subject to an appropriation for this express  
26 purpose, the South Coast Air Quality Management District shall,  
27 beginning on January 1, 2026, and until January 1, 2032, deploy  
28 mobile air monitoring systems within the Counties of Riverside  
29 and San Bernardino to collect air pollution measurements in  
30 communities that are near operational logistics use developments.

31 ~~(b) The South Coast Air Quality Management District shall use  
32 the data collected pursuant to subdivision (a) to conduct an air  
33 modeling analysis to evaluate the impact of air pollution on  
34 sensitive receptors, as defined in Section 65098 of the Government  
35 Code, from logistics use development operations in the Counties  
36 of Riverside and San Bernardino, including relative pollution  
37 concentrations from logistics use developments at varying distances  
38 from sensitive receptors.~~

39 *(b) Based on the amount of appropriated funds, the district may*  
40 *use a combination of new air monitoring data or other*

1 *measurement data to evaluate pollutant concentrations at varying*  
2 *distances away from new logistics use projects.*

3 (c) The South Coast Air Quality Management District shall  
4 submit its findings to the Legislature on or before January 1, 2033.  
5 On or before January 1, 2028, the South Coast Air Quality  
6 Management District shall submit an interim report to evaluate  
7 the impact of air pollution on sensitive receptors, as defined in  
8 Section 65098 of the Government Code, from logistics use  
9 development operations in the Counties of Riverside and San  
10 Bernardino, including relative pollution concentrations from  
11 logistics use developments at varying distances from sensitive  
12 receptors. This report shall be used to assess the effectiveness of  
13 setbacks on public health.

14 (d) (1) The requirement for submitting a report imposed  
15 pursuant to subdivision (c) is inoperative on January 1, 2040,  
16 pursuant to Section 10231.5 of the Government Code.

17 (2) A report to be submitted pursuant to subdivision (c) shall  
18 be submitted in compliance with Section 9795 of the Government  
19 Code.

20 SEC. 15. Section 40522.7 of the Health and Safety Code is  
21 amended to read:

22 40522.7. The South Coast Air Quality Management District  
23 shall establish a process for receiving community input on how  
24 any penalties assessed and collected for violations of the  
25 Warehouse Indirect Source Rule are spent. The South Coast Air  
26 Quality Management District shall ensure a wide range of  
27 community groups are included in the process and that groups  
28 represent the geographic areas where there are high numbers of  
29 warehouse facilities.

30 SEC. 16. Section 2429.9 is added to the Vehicle Code,  
31 immediately following Section 2429.7, to read:

32 2429.9. (a) On or before January 1, 2027, the Department of  
33 the California Highway Patrol shall make the following available  
34 to city and county law enforcement agencies subject to this section:

35 (1) At no charge, training on enforcement of laws related to  
36 commercial vehicles, as defined in Section 260 of the California  
37 Vehicle Code, including, but not limited to, truck route  
38 enforcement.

1 (2) Course completion certificates for city and county law  
2 enforcement personnel who have completed the training described  
3 in paragraph (1).

4 (b) All jurisdictions that are required to update a circulation  
5 element or to adopt an ordinance pursuant to Section 65098.1 of  
6 the Government Code shall have at least one enforcement officer  
7 that has received a completion certificate pursuant to paragraph  
8 (2) of subdivision (a) by the date upon which that *circulation*  
9 *element is updated* or ordinance is adopted.

10 (c) Nothing in this section shall be construed to require the  
11 department to provide training for which it has not received funding  
12 or to require a jurisdiction to have an enforcement officer that has  
13 received a course completion certificate if the department has not  
14 made the training described in subdivision (a) available to law  
15 enforcement personnel at no charge.

16 SEC. 17. No reimbursement is required by this act pursuant to  
17 Section 6 of Article XIII B of the California Constitution because  
18 a local agency or school district has the authority to levy service  
19 charges, fees, or assessments sufficient to pay for the program or  
20 level of service mandated by this act, within the meaning of Section  
21 17556 of the Government Code.