



AB 30: Ethanol (E15) Blend Implementation Act

Bill Summary

AB 30 directs the California Air Resources Board (CARB) to adopt a regulation authorizing transportation fuel blends up to 15% ethanol (E15) by July 1, 2025. If CARB fails to meet the bill's deadline, AB 30 makes E15 legal for sale and use in California.

Problem

California gasoline is currently blended with 10% ethanol (E10) prior to sale. Ethanol, derived primarily from corn starch or sugar cane, is mixed into gasoline because it is cheaper than petroleum, thereby reducing the overall fuel cost to consumers at the pump. E10 gas blends also reduce pollutants, reducing air quality and climate impacts.

The U.S. Environmental Protection Agency approved the use of 15% ethanol (E15) fuel blends in 2011, based on studies showing E15's similar or enhanced benefits when compared to E10. Today, 49 states are authorized to use E15.

California is the only state where E15 is illegal. E15 remains unlawful because CARB has not adopted a transportation fuel specification regulation outlining its sale and use. CARB says it has been [working toward](#) an E15 fuel standard since 2018. Meanwhile, [studies](#) show that the ongoing lack of an E15 fuel option currently prevents Californians from saving approximately 20 cents per gallon at the pump -- up to \$2.7 billion statewide each, year -- along with improved benefits to the public hearth and the environment.

Solution

After 7 years of positive study outcomes, a special session, legislative budget and bill proposals, and a gubernatorial directive to advance E15, CARB remains stalled with no progress on approving an E15 rule. With significant consumer cost-savings, air quality, and climate benefits at stake, it's time to set a deadline for CARB's E15 rulemaking.

CARB's [multimedia evaluation](#) (MME) studies of E15's environmental and public health impacts were completed by June 2022 and showed [favorable results](#). [CARB's draft report on the study findings is currently "in hand."](#) To advance E15, CARB must send its report to the [Environmental Policy Council](#), whose agencies have been involved throughout the study process. Concurrently with EPC's review, CARB can initiate an expedited E15 rulemaking relying on existing technical and economic analysis.

In August 2024, a bipartisan, bicameral group of legislators from the Problem Solvers Caucus urged budget committee leaders to expedite E15. During the September 2024 Assembly Second Special Session Committee hearings, lawmakers from both parties advocated advancing E15 to increase fuel supply and reduce prices, as described in the [California Energy Commission's Transportation Fuels Assessment](#) (page 74). At the hearings' conclusion, [AB X2-9](#) (Petrie-Norris) proposed to speed E15's consideration and was approved by the Assembly 68-0. And in October 24, the Governor sent a [letter](#) to CARB touting E15's benefits and encouraging CARB to prioritize "the expeditious completion" of its process. Despite these legislative and executive branch actions, CARB has not yet completed an E15 rule.

AB 30 resolves bureaucratic inaction by requiring CARB to complete a transportation fuel specification



regulation by July 1, 2025, and if CARB fails to meet the bill's deadline, AB 30 declares E15 legal for sale and use.

Support

- Problem Solvers Caucus (Sponsor)

For More Information

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