



Philip M. Vermeulen

GOVERNMENTAL RELATIONS

- 3457 Castle Creek Court Roseville, CA 95661 • CELL (916) 765-0556 Web www.pvgov.com

**Opportunity to Meet & Hear Republican Candidate Steve Hilton,
Friday, April 24th at 10 AM**

Thursday, March 26, 2026

Also in this Update

- **Legislature Recesses for Spring Break**
- **California Workplace AI Notice and Disclosure Bill Would Impose Hefty Penalties**
- **‘We Didn’t Know’ is No Defense: Lessons for Construction Employers from A Cal/OSHA Appeals Board Decision**
- **Notice of Updates to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines for Ch. 3: Program Administration, Ch. 8: Light-Duty Vehicles, and Appendix E**
- **California's K–12 Test Scores**
- **Other Stuff**

**Opportunity to Meet & Hear Republican Candidate Steve Hilton, Friday,
April 24th at 10 AM**

My colleagues from the Roofing Contractors Association of California (RCAC) have scheduled a 60-minute interview with California Republican gubernatorial candidate Steve Hilton for 10:00

a.m. on Friday, April 24. They have extended an invitation to me to invite my clients to participate in the event if you are interested?

Here's the information to participate:

Please circulate promo code PMVGRHILTONGUEST and have them use the following link:

<https://rcac.wildapricot.org/event-6623985>.

As an FYI, they have extended an invitation to Chad Bianco to conduct a similar interview but have not yet received a reply.

Legislature Recesses for Spring Break

The legislature recessed today until Monday, April 6 for their annual "Spring Break." As I reported several weeks ago, not much has been happening yet 'in the halls.' When the legislature returns on April 6th, the policy committee hearing will ramp-up significantly with, literally, dozens of bills being heard at each policy committee hearing. For bills with a fiscal cost to the state, the deadline for bills to pass through their house of origin's policy committees is April 24th. For non-fiscal bills, the deadline is May 1st. Stay tuned!

There was one 'interesting' bill amended this week:

SB 1165 (Caballero D) Contractor licenses: outstanding liabilities assessed by the California Department of Tax and Fee Administration.

Summary:

The Contractors State License Law establishes the Contractors State License Board and sets forth its powers and duties relating to the licensure and regulation of contractors. Existing law requires the board to appoint a registrar of contractors, as specified, to serve as the executive officer and secretary of the board. Existing law permits the registrar to suspend or refuse to issue, reinstate, reactivate, or renew a license for a failure to resolve all outstanding final liabilities, including any fees that may be assessed by, among others, the State Board of Equalization, except for licensees who have entered into an installment payment agreement with the State Board of Equalization, as provided.

This bill would permit the registrar to suspend or refuse to issue, reinstate, reactivate, or renew a license for a failure to resolve outstanding liabilities assessed by the California Department of Tax and Fee Administration. The bill would authorize the department to

request that the registrar suspend or refuse to issue, reinstate, reactivate, or renew a license unless the licensee has entered into an installment payment agreement with the department, as specified. The bill would require the department to give written notice to the licensee of that request, as provided.

California Workplace AI Notice and Disclosure Bill Would Impose Hefty Penalties

By: Michael J. Nader - Ogletree

Introduced by Assembly Member Nick Schultz on February 12, 2026, [Assembly Bill 1898](#) (AB 1898) would impose significant new notice and transparency obligations on California employers that use AI-powered tools to manage workers or make employment-related decisions. If signed into law, this bill would represent one of the most comprehensive workplace AI disclosure requirements in the country. [Read More](#)

'We Didn't Know' is No Defense: Lessons for Construction Employers from A Cal/OSHA Appeals Board Decision

By: Kevin D. Bland and Adam J. Crane - Ogletree

Every once in a while, the California Occupational Safety and Health Appeals Board publishes a Decision After Reconsideration that makes employers wince and leaves attorneys scratching their heads. On March 12, 2026, the Appeals Board did just that when it issued *KPRS Construction Services, Inc.*, turning the employer's full victory at trial to a full defeat on appeal. [Read More](#)

Notice of Updates to the Carl Moyer Memorial Air Quality Standards Attainment Program Guidelines for Ch. 3: Program Administration, Ch. 8: Light-Duty Vehicles, and Appendix E **Carl Moyer State Reserve Funding for Clean Cars 4 All**

Based on recommendations and comments from the public meeting process, the California Air Resources Board (CARB) is pleased to provide updates to the *Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program) Guidelines*.

At the November 2024 Board meeting on the Fiscal Year (FY) 2024-25 Funding Plan, CARB directed staff to evaluate all available options to ensure continued implementation of air district

Clean Cars 4 All (CC4A) programs. The Board further directed the Chair to review and approve any funding allocations proposed for CC4A and the Driving Clean Assistance Program, provided that statewide implementation of the Driving Clean Assistance Program is not jeopardized, no funds are placed at risk, and CARB maintains appropriate balance across district programs given limited statewide resources.

CARB staff conducted a public meeting to present proposed updates to the Carl Moyer Program Guidelines for Chapter 3: Program Administration, Chapter 8: Light-Duty Vehicles, and Appendix E: Cost-Effectiveness, Discount Rates, and Capital Recovery Factors. These updates enable the use of Moyer State Reserve funding to co-fund eligible light-duty vehicle projects that align with and support continued implementation of CC4A projects.

CARB has allocated \$12.35 million in Moyer State Reserve funds for FY 2024-25 and FY 2025-26, and made available unliquidated balances, to support Moyer-eligible zero-emission equipment, vehicles, and infrastructure projects that provide fuel or power to covered sources. These Guideline updates add flexibility to fund zero-emission projects that meet the requirements of Chapter 8: Light-Duty Vehicles. Chapter 3: Program Administration was amended to incorporate administrative updates.

Because co-funded CC4A replacement vehicles are limited to zero-emission technology, staff updated Appendix E: Cost-Effectiveness Limits, Discount Rates, and Capital Recovery Factors to apply the on-road zero-emission technology limit from Chapter 4: On-Road Heavy-Duty Vehicles to Chapter 8: Light-Duty Vehicles. As a result, the current cost-effectiveness limit for light-duty zero-emission replacement projects has been increased from \$60,000 to \$522,000.

Access the updated documents:

- [Chapter 3: Program Administration](#)
 - [Chapter 8: Light-Duty Vehicles](#)
 - [Appendix E: Cost-Effectiveness, Discount Rates, and Capital Recovery Factors](#)
-

Background

Since 1998, the Carl Moyer Program has played a key role in California's strategy to achieve clean air. The program provides grant funding for the incremental cost of cleaner-than-required engines, equipment, and emission reduction technologies. Emission reductions funded through the Carl Moyer Program must be surplus, permanent, enforceable, and quantifiable to meet statutory provisions and be creditable to the State Implementation Plan.

State Reserve funds are a portion of the Carl Moyer Program funds set aside to support specific project types. Section 44286(d) of the Health and Safety Code authorizes CARB to reserve up to 10 percent of Moyer Program funding to directly fund any project that is a covered source described in Section 44281. For FY 2024–25 and FY 2025-26, \$12.35 million in State Reserve funds will support Moyer-eligible zero-emission equipment, vehicles, and infrastructure projects that provide fuel or power to covered sources, with added flexibility for air districts with existing CC4A programs to prioritize projects under Chapter 8: Light-Duty Vehicles, supplementing zero-emission vehicles.

[More Information](#)

Contact

For more information or questions, contact a Moyer program representative at MoyerHelp@arb.ca.gov.

California's K–12 Test Scores

PPIC

In 2025, half of California's K–12 students met the state standard in English, while a third did so in math. Although proficiency rates have improved in recent years, scores remain lower than before the pandemic and longstanding achievement gaps persist among demographic groups.

[READ MORE →](#)

Other Stuff

- **Sawdust waste turned into fire-resistant building panels, could reduce construction waste**

Across the global timber industry, vast quantities of sawdust are generated as a byproduct of processing wood, often piling up with limited pathways for reuse. Most of this material is either burned for energy or discarded in landfills, where it gradually releases stored carbon back into the atmosphere without delivering further value. Now, researchers at ETH Zurich have developed a method to transform this overlooked waste into durable, fire-resistant panels. [Read More.](#)

- **World's first beer made with CO2 from thin air debuts in US [market](#)**
- **Joby's electric air taxi flies over San Francisco eyeing pilotless [aviation](#)**
- **Scientists unveil new ion membrane that reduces salt in water by [50%](#)**
- **China's first approved vascular robot achieves 100% success rate in clinical [trial](#)**
- **This electric jet ski fits on your car [roof](#)**