



What Did California (and other jurisdictions) Do?

2020 – Governor’s Executive Order N-79-20

- Set a goal to transition off-road vehicles and equipment operations to 100 percent zero-emission by 2035 where feasible.

2021 – Assembly Bill No. 1346 Approved.

- Required the state to ban the sale of Small off-road engines (SOREs), which are used primarily in lawn and garden equipment (e.g, gas-powered lawnmowers and leaf blowers) by 2024. While homeowners and businesses will still be permitted to use SOREs, after 2024 they will no longer be able to purchase them.
- Required the state board to identify and make available funding for commercial rebates or similar incentive funding to support the transition to zero-emission small off-road equipment operations.

2024 – Gas-Powered Leaf Blower Ban

- Starting July 1, 2024, the ban on the sale of gas-powered leaf blowers and string trimmers went into effect (Assembly Bill 1346).
- Enforcement has been difficult. Cities are engaging communities and businesses through education campaigns. Code Enforcement and Police often don’t have bandwidth to enforce leaf blower fines.
- Cities implement gas blower bans in different ways. Baltimore, MD chose to end all use of gas blowers for City employees and contract workers on December 15, 2024. Meanwhile, private companies and residential users in Baltimore can use their gas blowers during the period of October 15th to December 15th in 2025 and 2026, and no more after that. City departments in CA have implemented the state ban in different ways based on their community’s needs, using tools such as phased approaches, transitioning equipment all at once, adjusting service levels in public areas, and more.
- Before the state ban took place, when an infraction occurred, some cities, such as San Rafael, CA, chose to fine the property owner, not the business using the gas blower on that property. Doing so can mitigate the impact on minority-owned and small businesses and puts pressure on property owners to encourage businesses to transition to electric equipment.

Incentive Program: **Clean Off-Road Equipment (CORE) Voucher Incentive Program**

- A multi-million dollar incentive project intended to encourage California off-road equipment users to purchase or lease currently commercialized zero-emission off-road equipment. The program provides point-of-sale discount vouchers that reduce the purchase cost of electric equipment.
- Senate Bill 170 appropriated \$27 million to The California Air Resources Board (CARB) CORE project to provide incentives for professional landscape service electric equipment in California operated by a small business (under 100 employees) or sole proprietor.
- There was no scrappage requirement, and additional funding was available for charging and fueling infrastructure, equipment deployed in disadvantaged communities, and small businesses.
- Some municipalities chose to offer their own incentive programs in addition to the CARB CORE voucher program.

Electric Equipment Eligible for Voucher:

- **Professional landscaping service equipment was covered through this program**, as well as on- and off-road terminal tractors, truck- and trailer-mounted transport refrigeration units (TRUs), large forklifts and cargo-handling equipment, airport ground-support equipment, railcar movers and switcher locomotives, mobile power units (MPUs) and mobile shore-power cable management systems, construction equipment, agricultural equipment, commercial harbor craft.

CORE Program Funding:

Fiscal Year	Funding Allocation	Incentive Funds	Administration	Outreach
FY 2017-18-- 2018-19	\$44 M	\$41 M	\$2.4 M	\$600 K
FY 2021-22	\$195 M	\$176 M	\$2.45 M	\$1 M
FY 2022-23	\$273 M	\$185 M	\$0	\$0

(California Air Resources Board)

Funding Source: California Greenhouse Gas Reduction Fund (GGRF) - revenue from sales of state-owned Cap-and-Trade allowances.

