

Date of Hearing: April 23, 2026

ASSEMBLY COMMITTEE ON WATER, PARKS, AND WILDLIFE

Diane Papan, Chair

AB 1772 (Papan) – As Amended March 23, 2026

SUBJECT: Fish and wildlife: invasive mussels

SUMMARY: Requires the California Department of Fish and Wildlife (CDFW) to develop a voluntary framework to prevent the overland spread of invasive mussels via watercraft.

Specifically, **this bill:**

- 1) Requires CDFW, in consultation with the Department of Parks and Recreation (State Parks) and the Department of Food and Agriculture (CDFA), to develop a voluntary framework to prevent the overland spread of invasive mussels through the conveyance of watercraft overland. Requires the framework to include all of the following:
 - a) Minimum standards for watercraft inspection, decontamination, and quarantine based on best available science and aligned with national standards as feasible;
 - b) A banding program or other mechanisms by which to confirm the inspection, decontamination, or quarantine status of a watercraft;
 - c) Training and quality assurance metrics to encourage consistent inspection, decontamination, and tracking of vessels across waterbodies;
 - d) A publicly available list of participating inspection and decontamination services statewide; and
 - e) Education and outreach opportunities and materials to reduce the spread of invasive mussels and encourage compliance with and participation in the framework;
- 2) Changes the definition of “invasive mussel” to mean a nonnative biofouling mussel species.
- 3) Makes technical changes.
- 4) Finds and declares that aquatic invasive species, such as the golden mussel, threaten the ecological health, recreational value, and operational integrity of California’s lakes, rivers, reservoirs, and water conveyance facilities.
- 5) States that it is the intent of the Legislature that:
 - a) This bill create a statewide database to voluntarily track the movement of vessels, equipment, and other vectors among California waterbodies, providing waterbody managers with accurate information on the prior contamination status of these vessels.
 - b) This bill develop a system of reciprocity that recognizes and honors certifications of decontamination for vessels and equipment moving between noninfested waterbodies, thereby facilitating safe recreational access.

- c) This bill be amended to identify and implement, to the extent feasible, alternative and equitable funding sources beyond fees imposed on the recreational boating community, such as assessments on commercial activities, including on international cargo shipping operations, that may impact the introduction of aquatic invasive species to California waters.

EXISTING LAW:

- 1) Until January 1, 2030, prohibits a person from possessing, importing, shipping, or transporting in the state, or placing, planting, or causing to be placed or planted in any water within the state, invasive mussels, unless authorized by CDFW.
 - a) Provides the Director of CDFW, or a designee of the Director, the authority to conduct inspections of conveyances (e.g., vehicles and boats), order that the conveyance be drained, dried, or decontaminated, impound or quarantine conveyances, and conduct inspections of waters of the state and facilities that may contain invasive mussels. Permits the Director of CDFW to determine that other parties or state agencies, including State Parks, the Department of Water Resources (DWR), CDFA, and the State Lands Commission, may exercise those authorities as well.
 - b) Exempts from the California Environmental Quality Act (CEQA), any action in Existing Law #1, above, but does not exempt from CEQA the use of chemicals, other than salt or hot water, to decontaminate a conveyance or facility.
 - c) Requires a public or private agency that operates a water supply system (water operator) to cooperate with CDFW to implement measures to avoid infestation by invasive mussels and to control or eradicate any infestation that may occur in a water supply system. If invasive mussels are detected, the water operator, in cooperation with CDFW, shall prepare and implement a plan to control or eradicate invasive mussels within the system, and eliminate or minimize any potential downstream transport of an invasive mussel. Requires the approved plan to contain the following minimum elements:
 - i) Methods for delineation of infestation, including both adult mussels and veligers;
 - ii) Methods for control or eradication of adult mussels and decontamination of water containing veligers;
 - iii) A systematic monitoring program to determine any changes in conditions; and
 - iv) The requirement that the water operator permit inspections by CDFW as well as cooperate with CDFW to update or revise control or eradication measures in the approved plan to address scientific advances in the methods of controlling or eradicating mussels and veligers.
 - d) If the water operator has prepared, initiated, and is in compliance with all the elements of an approved plan to control or eradicate invasive mussels in accordance with Existing Law #1 (b), the restrictions of Existing Law #1, above, do not apply to the operation of those water delivery and storage facilities, and the water operator is not subject to any

civil or criminal liability for the introduction of invasive mussel species as a result of those operations. Authorizes CDFW to require the water operator to update its plan. Authorizes CDFW to apply the restrictions on a water operator if the plan is not updated or revised, until the water operator updates or revises the plan.

- e) Requires CDFW, on or before December 31, 2026, to review all approved plans pursuant (c) and requires all plans that do not specifically address all invasive mussel species known to be present in bodies of water in the state as of January 1, 2026, to be updated or revised appropriately to include all invasive mussel species, on or before September 30, 2027.
 - f) Requires every invasive mussel species to be addressed in a plan no later than 180 days from the date that the species is listed in a regulation. Requires CDFW to approve plans or provide written comments and suggestions on plan deficiencies within 180 days from the date of plan submission.
 - g) Requires an entity that discovers invasive mussels within this state to immediately report the discovery to CDFW.
 - h) Establishes an additional penalty for any violation of Existing Law #1 with a penalty not to exceed \$1,000.
 - i) Allows CDFW to adopt regulations to carry out the restrictions in Existing Law #1.
 - j) Indemnifies CDFW and any other state agency exercising authority under Existing Law #1 with regard to any determination or authorization made pursuant to this section [Fish and Game Code (FGC) § 2301]
- 2) Requires any person, or federal, state, or local agency, district, or authority that owns or manages a reservoir (reservoir manager) to undertake certain measures to prevent invasive mussel infestation, in reservoirs in which invasives mussels have not been detected.
- a) Requires a reservoir manager responsible for a reservoir, where recreational, boating, or fishing activities are permitted, except a privately owned reservoir that is not open to the public, to:
 - i) Assess the vulnerability of the reservoir for the introduction of invasive mussel species; and
 - ii) Develop and implement a program designed to prevent the introduction of invasive mussel species. Requires the program to, at a minimum, include public education, monitoring, and management of those recreational, boating, or fishing activities that are permitted.
 - b) Requires a reservoir manager responsible for a reservoir, where recreational, boating, or fishing activities of any kind are not permitted, to include visual monitoring for the presence of mussels as part of its routine field activities, based on its available resources and staffing.

- c) Allows a reservoir manager, except a privately owned reservoir that is not open to the public, to refuse the planting of fish in that reservoir by CDFW unless CDFW can demonstrate that the fish planting does not present a risk of introducing invasive mussels.
 - d) Establishes a civil penalty, not to exceed \$1,000 per violation of Existing Law #2, above. Authorizes CDFW to adopt regulations to implement and enforce requirements on reservoir managers to the extent funds are available (FGC § 2302).
- 3) Defines “invasive mussel” to mean any nonnative detrimental mussel species that is capable of spreading in freshwater and is listed in a regulation adopted by the Fish and Game Commission (FGC § 2303).
- 4) Requires the Department of Motor Vehicles (DMV) to collect for resident and nonresident vessel owners, separate from the registration fee, an invasive mussel infestation prevention fee (invasive mussel fee) in an amount established by the Division of Boating and Waterways (DBW).
- a) Requires DMV to issue an invasive mussel infestation prevention sticker (invasive mussel sticker) to the vessel owner, upon payment of the mussel fee.
 - b) Authorizes the citation of a vessel operator for operating a recreational vessel in nonmarine waters without a valid state-issued invasive mussel infestation prevention sticker (Vehicle Code § 9853).
- 5) Requires the invasive mussel fee to be paid to DBW.
- a) Establishes the invasive mussel fee to be between \$30 and \$42, every other year. Requires those values to be adjusted for inflation. Requires DBW to establish and consult with a technical advisory group to determine the fee.
 - b) Permits DBW to adopt emergency regulations to manage the collection and use of the invasive mussel fees.
 - c) Requires all revenue from the invasive mussel fee to be deposited into the Harbors and Watercraft Revolving Fund.
 - d) Clarifies that a vessel operator may be issued a citation for operating a recreational vessel in nonmarine waters without a valid state-issued invasive mussel sticker [Harbors and Navigation Code (HNC) § 675].
- 6) Establishes how revenues from the invasive mussel fee may be used.
- a) Requires the moneys deposited into the Harbors and Watercraft Revolving Fund be used for:
 - i) The reasonable costs incurred by DBW associated with determining the invasive mussel fee and adoption of regulations and with administering the grants.

- ii) The reasonable costs, not to exceed 15% of the remaining revenues, of CDFW for implementation of invasive mussel regulations in those areas of the state where an invasive mussel infestation prevention plan has not been implemented.
 - iii) Grants to reservoir managers subject for the reasonable regulatory costs incident to the implementation of an invasive mussel infestation prevention plan. At least 85% of the revenue must be used for this purpose.
- b) Requires DBW, when awarding grants, to:
- i) Give priority to invasive mussel infestation prevention plans that meet requirements and that also include visual and manual inspection standards and other infestation prevention procedures consistent with established or future state adopted guidebooks and management plans;
 - ii) Take into consideration the benefits of regional-scale invasive mussel infestation prevention plans; and
 - iii) Take into consideration the unique economic, ecological, and recreational impacts to rural and urban reservoirs from invasive mussel infestation.
- c) Prohibits the use of invasive mussel fees for any purpose other than those explicitly authorized (HNC § 676).
- 7) Prohibits the importation, transportation, possession, or live release of specified wild animals into this state except under a revocable, nontransferable restricted species permit issued by CDFW, in cooperation with CDFA (FGC § 2116 *et seq.*; 14 California Code of Regulations 14 § 671 *et seq.*).
- 8) Provides civil and criminal penalties for violations of invasive mussel restrictions and any permit conditions (FGC § 2125 and § 12000).

FISCAL EFFECT: Unknown. This bill is keyed fiscal.

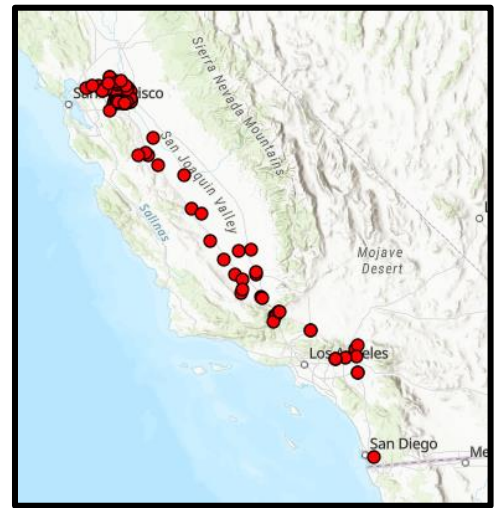
COMMENTS:

- 1) **Purpose of this bill.** According to the author, “[This bill] will use a long-term, stakeholder-driven framework to address both the rapid spread of invasive golden mussels and future aquatic invasive species, protecting California’s environment, water infrastructure, recreation, and economy. First detected in California in 2024, golden mussels are more adaptable than previous invasive mussels, enabling rapid spread and devastating impacts: clogging water systems, increasing infrastructure costs, disrupting recreation, and harming native ecosystems.

While recent legislation has taken important first steps, California still lacks a coordinated, forward-looking strategy to manage this growing threat. As it is further developed, [this bill] will establish a framework for statewide coordination, including consistent decontamination standards, reciprocity across waterbodies, and more sustainable funding mechanisms, shifting

the state from short-term fixes to a proactive, long-term approach to managing the threat of invasive species.”

- 2) **Background.** On October 17, 2024, DWR staff discovered golden mussels in the Port of Stockton. Soon after the initial discovery, the golden mussel was quickly found at additional sites within the Sacramento-San Joaquin Delta (Delta). The golden mussel is a freshwater bivalve native to the rivers and creeks of China and Southeast Asia, but it has established itself outside of its native range in several countries. The discovery in Stockton was the first detection of the species in the United States. The Fish and Game Commission quickly took emergency action to add “*Limnoperna fortunei* (golden mussel)” to the list of restricted species (species that cannot be imported, transported, or possessed within the state, except by a restricted species permit). Since then, the golden mussel has been detected throughout the Delta and the State Water Project.



The presence of the species poses a significant and immediate threat to the ecological health of the Delta and all waters of the state, water conveyance systems, infrastructure, and water quality. Environmental impacts of the golden mussel include loss of native and game fish through competition for food sources as well as a contribution to harmful algal blooms. It is estimated that a single mussel can filter up to a liter of water a day, which would remove critical nutrients and microbes that support ecosystem health. Recreational impacts of this mussel include waterbody closures, mandatory inspections, increased launch and/or entry fees, and reduced numbers of fish and shellfish for consumption. Economic impacts include costly repairs and maintenance (e.g., boats, water infrastructure, hydroelectric facilities), reduced water flow affecting food production, water delivery to homes, and flood control. According to the Administration’s budget change proposal regarding golden mussels, “if allowed to spread further, golden mussel will affect every household in California, and every sector of our economy.”

Invasive mussel legislative history. Since 2007, California has been working to control and eradicate two other species of invasive, freshwater mussels in state waters: quagga and zebra (dreissenid) mussels. In response to dreissenid mussel infestation, the Legislature has passed a series of bills that established the dreissenid mussels as restricted species, granted CDFW with authorities to inspect, order treatment, and quarantine water vessels. Since dreissenid mussels are restricted species, a person is prohibited from possessing, importing, shipping, transporting or introducing the dreissenid mussels in any water within the state, unless authorized by CDFW through a restricted species permit.

Further, statute requires water managers to work with CDFW to develop measures to avoid infestation, as well as requires water managers to develop control plans to prevent the spread of the invasive mussels should the water system become infested with the mussels. The benefit of developing a control plan is that water managers enjoy liability protections from

the unintentional transportation or introduction of dreissenid mussels to the water system once the control plan is approved by CDFW.

Several years later, the Legislature established the Quagga and Zebra Mussel Infestation Program. Under the current program, an additional fee is charged to motorized boats in the state since motor boat recreation is thought to be the most likely cause of over-land aquatic invasive species spreading. Revenues from the fee are primarily used for grants distributed by DBW. The next round of grants for the program are currently open, and DBW expects to distribute up to \$2 million dollars. The grants are available to entities that own or manage any aspect of water in a reservoir that is open for public recreation and is mussel-free. The funds must be used for prevention projects, such as planning, watercraft inspection stations and inspectors, launch monitors, watercraft decontamination units, educational signage, and outreach.

Until last year, statute, and therefore state programming, was specific to quagga and zebra mussels. In AB 149 (see Related Legislation, below), the dreissenid mussel programs and authorities were expanded to include any invasive mussel, which includes the golden mussel.

Don't move a mussel. Golden mussels have proven to be much more difficult for the state and water managers to control. Golden mussels have high reproductive rates and form dense colonies. This mass colonization of surfaces (termed "biofouling") blocks, impairs, and, in many cases, inhibits the functionality of manmade surfaces including underwater intakes, structures, and mechanisms. Biofouling also coats the hulls and external components of watercraft and recreational facilities, and natural objects such as rocks, fallen trees, even other sedentary bivalves. In addition, mass colonies of golden mussels alter ecological processes of the natural environment resulting in detrimental impacts to native and game species and water quality. Nearly every fresh and brackish waterbody in California is suitable for golden mussels. Indeed, this Committee has heard of countless examples of the issues golden mussel infestation has been causing for water infrastructure and the recreational boating industry. Even the fear of infestation has resulted in water operators heavily restricting, or even prohibiting, water access for public recreation.

There are no socially and environmentally benign methods currently available to eliminate invasive mussels once they are present. Adult mussels can survive days, even weeks, when removed from water. Larval mussels can survive a week or longer in small volumes of water. Eradication from large, interconnected bodies of water is likely impossible. Therefore, containing mussels within infested areas is the only means to minimize additional new, widespread impacts.

Clean, drain, dry. While the spread of invasive mussels in interconnected waters cannot be prevented without restricting navigation, their overland spread, attached to and within watercraft and equipment (vessels), can be prevented. If a vessel carrying live invasive mussels is launched into an un-infested waterbody, it can result in a new mussel infestation. The risk that any given vessel poses for spreading invasive mussels is dependent on the type of conveyance, and the behavior of the boater. Depending on the type of watercraft and when it will be next launched, preventing the overland spread of mussels can be as simple as boaters draining water upon exit from a waterbody and allowing their watercraft to dry prior

to their next launch, or a rigorous professional cleaning, which requires labor- and time-intensive hot-water, high-pressure washing, or weeks out of water, depending on the season, waiting for entrapped mussels to die.

Invasive Species Program. The mission of CDFW's Invasive Species Program is to reduce the negative effects of non-native invasive species on the wildlands and waterways of California. The program works to prevent the introduction of these species into the state, detect and respond to introductions when they occur, and prevent the spread of invasive species that have become established. Work is conducted in close coordination with other government agencies, non-governmental organizations, and the public to protect the state's natural environment, economy, and human health. The Invasive Species Program produces an annual internal report that summarizes statewide accomplishments including watercraft quarantines, releases, inspections, decontaminations, finalized mussel prevention and control plans, monitoring efforts, lab, analyses, new mussel detections, outreach events, etc.

Statewide decontamination framework. When golden mussels were first discovered in the Delta, some water managers stood up inspection programs that imposed a variety of requirements before an individual could launch a vessel, including a minimum dry period of 30 days prior to launch. Watercraft that did not pass their inspection were turned away. Water managers that already had watercraft inspection programs in place continued to conduct inspections as they always had, while some increased the requirements for watercraft to launch (including mandatory decontamination if the prior launch was at that same waterbody). Access to reservoirs throughout the state is controlled by water managers, and the management of that access varies considerably across different waterbodies. As a result, public boating access has been significantly disrupted since October 2024, affecting recreational boaters and anglers, tourism, and local economies. To date, CDFW is aware of four watercraft intercepted by these programs with adult golden mussel attached.

The Western Regional Panel on Aquatic Nuisance Species and partners have produced two primary guidance documents for managing vessel inspection and decontamination processes and standards. These are the Uniform Minimum Protocols and Standards for Inspection and Decontamination Programs for Dreissenid Mussels in the Western United States (UMPS) and Watercraft Inspection and Decontamination (WID) Manual. WID outlines science-based prevention and containment protocols and procedures to reduce the risk of invasive mussels and other aquatic invasive species being introduced or spread in a system. WID is informed by UMPS, which uses best available science to establish a consistent, quality standard that the Western U.S. may adopt to reduce invasive species spread. For example, UMPS elucidates specifications for the most effected mussel decontamination from vessels, including the temperatures, duration, volume, and force of water necessary to decontaminate a vessel and trailer.

- 3) **Proposed committee amendments.** To further detail the structure of an inspection and decontamination framework in the state, the author may wish to make the following amendments:

Addition to findings and declarations:

(6) Inspection programs help prevent the spread of aquatic species via transportation conveyances. These programs provide for the inspection and decontamination of conveyances, as well as an opportunity for outreach and education on the risks posed by the introduction and spread of aquatic invasive species. The programs protect both the environmental and recreational values of the state's waters and infrastructure and economy.

Amend FGC § 2301:

(B) (i) Order that areas in a conveyance that contain water be drained, dried, or decontaminated pursuant to procedures approved by the department.

(ii) An order to dry pursuant to clause (i) may require the owner or person in possession of the conveyance to dry the conveyance for a designated period of time, not to exceed 30 days, before launching in waters. A conveyance shall not be launched until the required drying period has been completed.

(iii) If issued an order to dry pursuant to clause (i), an owner or person in possession of the conveyance may retain possession of the conveyance during the drying period, subject to any requirements established by the department.

Add sections 2301.1 to FGC:

(a) The department, including personnel authorized by the department, may decontaminate or order the decontamination of a conveyance found or reasonably believed to harbor aquatic invasive species after an inspection conducted pursuant to Section 2301.

(b) (1) The department shall establish standards and procedures for decontaminating conveyances and disposing of organisms and organic materials. These standards and procedures shall be effective at removing or destroying invasive mussels and performed in a manner that ensures no viable invasive mussels remain on or in the conveyance prior to launch.

(2) At a minimum, decontamination shall include all of the following:

(A) Removal of all visible plant materials, mud, and organisms from the conveyance and any associated equipment.

(B) Draining of all water-containing compartments, including, but not limited to, bilges, ballast tanks, live wells, and engine cooling systems.

(C) Treatment of exterior surfaces and all water-contact components using heated water or other department-approved methods demonstrated to achieve mortality of invasive species.

(D) Flushing or treatment of internal systems, including engines, ballast systems, and plumbing, in a manner sufficient to eliminate viable invasive mussels.

(3) The department shall implement subdivision (a) in a manner consistent with the requirements for decontamination described in paragraph (2) regardless of whether the department has adopted standards and procedures for decontamination pursuant to paragraph (1).

(c) A conveyance shall be subject to decontamination prior to launch if any of the following conditions exist:

(1) Invasive mussels are detected or reasonably suspected to be present on or in the conveyance.

(2) The conveyance has been operated in or transported from an infested waterbody.

(3) The conveyance contains water in compartments, systems, or structures that cannot be completely drained.

(4) The inspecting authority determines that the conveyance presents a risk of introducing invasive mussels into waters of the state.

(d) If a person refuses to submit to decontamination of a conveyance found or reasonably believed to harbor aquatic invasive species, or due to personal hardship is unable to immediately accompany the conveyance for decontamination, a law enforcement officer may detain or impound the conveyance until the decontamination is complete.

(e) The owner of a conveyance that is decontaminated or detained due to failure to cooperate by the owner or person in possession of the conveyance is liable for all costs associated with the decontamination or impoundment, in accordance with the applicable rules promulgated by the department.

(f) Pursuant to Section 818.4 of the Government Code, the department and any other state agency exercising authority under this section shall not be liable to any person for any loss resulting from damage to conveyances as the result of inspection or decontamination provided the department adhered to all rules promulgated by the department under this section.

Add sections 2301.2 to FGC:

(a) The department, including personnel authorized by the department, may issue an inspection, decontamination, or quarantine certificate to the owner or person in possession of a conveyance that has been inspected pursuant to Section 2301. The certificate shall reflect all of the following:

(1) The name of the department and of the person who conducted the inspection.

(2) The date, place, and time of the inspection.

(3) Any preventative measures performed or ordered.

(4) Any decontamination performed.

(b) If the department issues an inspection, decontamination, or quarantine certificate to the owner or person in possession of the conveyance, the department may attach a tamper-proof device to the conveyance. The device may be a seal, tag, or band that prevents the conveyance from coming in contact with water without being broken.

(c) The department shall establish required retention period for inspection and decontamination certificates issued under this section.

(d) The department may recognize, by reciprocity, an inspection or decontamination certificate issued by another government entity, if the other governmental entity adheres to the minimum standards for inspection, decontamination, and quarantine established in agreed upon standard protocols, such as the Uniform Minimum Protocols and Standards for Watercraft Interception Programs.

(e) Pursuant to Section 818.4 of the Government Code, the department and any other state agency exercising authority under this section shall not be liable to any person for any loss resulting from damage to conveyances as the result of inspection or decontamination provided the department adhered to all rules promulgated by the department under this section.

- 4) **Arguments in support.** Several entities write in support of this bill. The National Marine Manufacturers Association (NMMA) writes that “The discovery of golden mussel in California’s Sacramento–San Joaquin Delta was a turning point for our state’s water resources, natural ecosystems, and recreational boating communities. This destructive species can rapidly outcompete native mussels, clog water infrastructure, impair water quality, and ultimately lead to public agencies closing water access to boaters and non-motorized paddle craft. These closures have immediate consequences for local economies, outdoor recreation, and the hundreds of thousands of Californians whose livelihood relies on boating and fishing.” Further NMMA writes in support of the stakeholder process the author is employing to “build the best framework to address this growing threat.”

The California Tahoe Alliance (Alliance) supports the intent of this bill and notes that the introduction of invasive mussels, such as the golden mussel, could have devastating consequences on Lake Tahoe’s famed clarity, delicate ecosystem, and \$5 billion annual recreation and tourism-based economy. They share that a 2009 estimate by the Army Corps of Engineers indicated that invasive mussels could lead to annual losses of \$22 million (\$33 million in 2025 dollars) in the Lake Tahoe Region, impacting tourism, property values, and maintenance costs. The Alliance also indicate that the Tahoe Regional Planning Agencies has implemented boat inspection procedures that prevented 72 boats with aquatic invasive species (including one boat with golden mussels) from entering Lake Tahoe in 2025 alone.

Several water agencies also write in support. Upper San Gabriel Municipal Water District summarizes their positions with “This commonsense legislation addresses the challenges facing recreational boating and water management communities in the prevention and decontamination of invasive mussels, while also identifying and implementing alternative and equitable funding sources.”

The Association of California Water Agencies (ACWA) writes with a Support if Amended position as they further engage with the development of this bill to further address public water agency challenges related to invasive golden mussels. They share that should a reciprocity framework be established in this bill, that framework would need to be deeply considered with robust requirements. Further, ACWA writes that the costs of performing routine inspections in one reservoir of the State Water Project alone are upwards of \$12 million annually, so the cost of managing golden mussels may reach \$300 - \$500 million dollars.

- 5) **Related legislation.** AB 1894 (Rubio) of the current legislative session prohibits a public agency from prohibiting imported water deliveries for groundwater replenishment due to invasive mussels unless there is substantial, documented evidence of a proven health and safety risk as a result of the invasive mussel. AB 1894 is pending in the Assembly Appropriations Committee.

AB 2032 (Ransom) of the current legislative session establishes exemptions for restricted species permits and scientific collection permits, for water operators with respect to golden mussels. Additionally, requires CDFW to develop guidance for invasive mussel control plans. Further, requires CDFA and the State and Regional Water Control Boards to quickly respond to the golden mussel threat, allow for the rapid use of identified tools and processes, and coordinate efforts between regional boards. AB 2032 is pending in the Assembly Appropriations Committee.

AB 2787 (Committee on Water, Parks, and Wildlife) of the current legislative session, among other things, provides that a person who operates a Nevada-registered vessel on the waters of Lake Tahoe or Topaz Lake shall not be cited for operation of a vessel without a valid state-issued invasive mussel sticker, provided that Nevada has a program in effect for the management of aquatic invasive species. AB 2787 is pending in the Assembly Appropriations Committee.

AB 149 (Committee on Budget), Chapter 106, Statutes of 2025, among other things, expanded statute and programs from “dreissenid mussels” to “invasive mussels,” establishes a requirement for CDFW to review and approve updated invasive mussel control plans, and increased the invasive mussel fee.

AB 1150 (Committee on Water, Parks, and Wildlife), Chapter 831, Statutes of 2023, among other things, distinguished that the issuance and collection of the quagga and zebra mussel infestation and prevention fee from the biennial registration renewal.

AB 2443 (Williams), Chapter 485, Statutes of 2012, establishes the quagga and zebra mussel infestation prevention program, which required payment of the invasive mussel fee on vessels and permitted the use of the funds for, among other things, a grant program.

AB 1929 (Hall), Chapter 152, Statutes of 2010, determines that a water operator is indemnified from the penalty of possessing and transporting a restricted species, if the water operator is in compliance with an approved control plan.

AB 2065 (Hancock), Chapter 667, Statutes of 2008, requires reservoir managers to undertake certain measures to prevent invasive mussel infestation in reservoirs in which invasives mussels have not been detected.

AB 1683 (Wolk), Chapter 419, Statutes of 2007, prohibits a person to possess, import, ship, or transport in the state, or place, plant, or cause to be placed or planted in any water within the state, dreissenid mussels, unless authorized by CDFW. Additionally, authorizes the Director of CDFW, or the Director's designee, to conduct inspections of conveyances (e.g., vehicles and boats), order that the conveyance be drained, dried, or decontaminated, impound or quarantine conveyances, and conduct inspections of waters of the state and facilities that may contain invasive mussels. Further, requires water operators to implement measures to avoid dreissenid mussel infestation and develop a control plan upon infestation, among other things.

REGISTERED SUPPORT / OPPOSITION:

Support

California Tahoe Alliance
County of San Joaquin
National Marine Manufacturers Association
South San Joaquin Irrigation District
Upper San Gabriel Valley Municipal Water District

Support If Amended

Association of California Water Agencies

Opposition

None on file

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