

AIR QUALITY AND CLIMATE LEGISLATION

2016 ANNUAL SUMMARY

Legislative Office



STATE OF CALIFORNIA

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2016 ANNUAL SUMMARY**

Prepared by:
California Air Resources Board
Office of Legislative Affairs
1001 "T" Street
Sacramento, California 95814
(916) 322-2896

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If you need this document in an alternate format (i.e., Braille, large print) or another language, please contact Robin Neese at (916) 322-2896 or Robin.Neese@arb.ca.gov.
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INTRODUCTION

The Air Resources Board (ARB) is a board within the California Environmental Protection Agency (CalEPA). ARB, in partnership with local air districts, oversees all air pollution control efforts to attain and maintain health-based air quality standards in California. ARB is also the lead State agency for reducing greenhouse gas (GHG) emissions in California as required by Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006.

ARB's Office of Legislative Affairs serves as the principal resource on legislative issues relative to air quality and climate change for CalEPA and the Governor's Office. ARB's Office of Legislative Affairs provides technical expertise and policy advice relating to pending legislation and serves as a resource to the Legislature and legislative staff.

This report contains brief descriptions of the most pertinent legislation the Office of Legislative Affairs tracked during the second year of the 2015-2016 Legislative Session. The bills included in this summary are indexed in several ways – by subject, by author, and by bill number. Year-end status is noted as Chaptered, Vetoed, Dead, 2-Year, or N/A, where 2-Year refers to Extraordinary Session bills and N/A refers to bills that initially related to air quality or climate but were subsequently amended to remove provisions of interest to ARB.

This year, the Legislature considered more than 3800 bills. ARB's Office of Legislative Affairs tracked 573 bills, including 89 that were carried over from last year, and analyzed about 100 bills that were introduced this year. Ninety of the bills tracked and having implications for air quality, climate, or government operations were signed into law (chaptered), while 11 were vetoed. A listing of all tracked bills that were chaptered or vetoed may be found on pages 113 and 127, respectively.

A number of bills that were signed into law this year had specific requirements for ARB. A summary of the major mandates can be found in the "Legislative Mandates" section, which begins on page 143.

In addition to working on legislation, ARB participated in numerous hearings and events. The "Legislative Hearings and Events" section begins on page 173.

ACRONYMS

AB	Assembly Bill
AB 32	California Global Warming Solutions Act of 2006 (Núñez and Pavley, Chapter 488, Statutes of 2006)
ABX1	Assembly Bill in First Extraordinary Session
ACA	Assembly Constitutional Amendment
ACR	Assembly Concurrent Resolution
AHSC	Affordable Housing and Sustainable Communities
AJR	Assembly Joint Resolution
AQMD	Air Quality Management District
ARB	Air Resources Board
ASM Budget	Assembly Budget Committee
ASM JED&E	Assembly Jobs, Economic Development, and the Economy Committee
BAR	Bureau of Automotive Repair
CAISO	California Independent System Operator
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CalMTA	California Market Transformation Administrator
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CDFA	California Department of Food and Agriculture
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
CVRP	Clean Vehicle Rebate Project
DAC	Disadvantaged Community
DMV	Department of Motor Vehicles
DOGGR	Division of Oil, Gas, and Geothermal Resources
DPH	Department of Public Health
DTSC	Department of Toxic Substances Control

DWR	Department of Water Resources
EJ	Environmental Justice
EFMP	Enhanced Fleet Modernization Program
EIR	Environmental Impact Report
EV	Electric Vehicle
E-85	Fuel consisting of 85 percent ethanol and 15 percent gasoline
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse Gas
GO-Biz	Governor's Office of Business and Economic Development
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
I-Bank	California Infrastructure and Economic Development Bank
LACMTA	Los Angeles County Metropolitan Transportation Authority
LCTOP	Low Carbon Transit Operations Program
N/A	Not Applicable
NEV	Neighborhood Electric Vehicles
OBD	On-Board Diagnostic
OEHHA	Office of Environmental Health Hazard Assessment
PACE	Property Assessed Clean Energy
RPS	Renewables Portfolio Standard
SB	Senate Bill
SBX1	Senate Bill in First Extraordinary Session
SEN B&FR	Senate Budget & Fiscal Review Committee
SEN T&H	Senate Transportation and Housing Committee
SGC	Strategic Growth Council
SJR	Senate Joint Resolution
SWRCB	State Water Resources Control Board
TCC	Transformational Climate Communities
TCIF	Trade Corridors Improvement Fund
TZEV	Transitional Zero Emission Vehicle
ZEV	Zero Emission Vehicle

BILLS BY SUBJECT

(Bills may be listed under more than one subject heading)

ADMINISTRATIVE PROCEDURES

AB 12	(Cooley)	State Agency Regulation Review	Dead
AB 19	(Chang)	GO-Biz Small Business Regulatory Review	Dead
AB 320	(Wood)	Licensing of Environmental Engineers	Dead
AB 419	(Kim)	Regulatory Information on GO-Biz Website	Dead
AB 435	(Chang)	Webcast of CalEPA Public Meetings	Dead
AB 642	(Dahle)	ARB Jurisdiction	Dead
AB 870	(Cooley)	State Agency Regulation Review	Dead
AB 866	(Garcia, E.)	GO-Biz Small Business Assistance	N/A
AB 1033	(Garcia, E.)	Alternative Small Business Definition	Chapter 346
AB 1281	(Wilk)	Legislative Vote on Regulations	Dead
AB 1215	(Ting)	California Open Data Portal and Standard	Dead
AB 1566	(Wilk)	Reports Attestation	Dead
AB 1707	(Linder)	Response to Public Records Request	Dead
AB 1841	(Irwin)	Cybersecurity Incident Response	Chapter 508
AB 1868	(Wagner)	Legislative Notice of Regulations	Dead
AB 1881	(Chang)	Cybersecurity Baseline Controls	Dead
AB 2181	(Brown)	Public Contracts and Energy-Intensive Products	Dead
AB 2396	(McCarty)	Solid Waste Annual Reports	Chapter 466
AB 2812	(Gordon)	Recycling at State Agencies and Facilities	Chapter 530
AB 2853	(Gatto)	Public Record on Agency Website	Chapter 275
ACR 45	(Grove)	Zero-Based Budgeting Review of State Agencies	N/A
SB 281	(Stone)	Salary Limitation for Board Members	Dead
SB 449	(Nielsen)	Queue Callback for State Agency Phone Lines	Dead
SB 573	(Pan)	Statewide Open Data Portal	Dead
SB 925	(Gaines, T.)	ARB Jurisdiction	Dead
SB 1140	(Moorlach)	Legislature and Operation of Statutes	Dead
SB 1161	(Allen, B.)	Statute of Limitation	Dead
SB 1176	(Galgiani)	Small Business Contracts and Definition	Vetoed
SB 1219	(Hancock)	Small Business Procurement and Contracts	Vetoed
SB 1237	(Bates)	Regulations	Dead
SB 1444	(Hertzberg)	Cybersecurity Incident Response Plans	Dead

Drones

AB 14	(Waldron)	Drone Task Force	Dead
AB 56	(Quirk)	Drone Use by Law Enforcement	N/A
AB 1820	(Quirk)	Drone Use by Law Enforcement	Dead
SB 262	(Galgiani)	Drone Use by Law Enforcement	Dead
SJR 18	(Wolk)	Drone Use for Agricultural Purposes	Chapter 43

AIR DISTRICTS

AB 385	(Chu)	Stakeholder Group for Newby Island Landfill	N/A
AB 649	(Patterson)	Law Enforcement Drug Takeback Program	Dead
AB 2041	(Harper)	Beach Fire Rings	Dead
SB 1387	(De León)	South Coast AQMD	Dead

BUDGET

AB 1611 (ASM Budget)	2016 Budget Trailer Bill: Public Resources	Dead
AB 1612 (ASM Budget)	2016 Budget Trailer Bill: Energy	Dead
AB 1613 (ASM Budget)	2016 Budget Act: GGRF	Chapter 370
AB 1910 (Harper)	Transportation Advisory Election	Dead
SB 835 (SEN B&FR)	2016 Budget Trailer Bill: State Government	Chapter 344
SB 838 (SEN B&FR)	2016 Budget Trailer Bill: Transportation	Chapter 339
SB 839 (SEN B&FR)	2016 Budget Trailer Bill: Resources	Chapter 340
SB 840 (SEN B&FR)	2016 Budget Trailer Bill: Energy	Chapter 341
SB 859 (SEN B&FR)	2016 Budget Trailer Bill: GGRF	Chapter 368

CEQA

AB 1068 (Allen, T.)	CEQA: Streamlining of Priority Projects	Dead
AB 1158 (Campos)	CEQA: Environmental Leadership Act	Dead
AB 1398 (Wilk)	CEQA: Sustainable Environmental Protection Act	Dead
AB 1473 (Salas)	CEQA: Environmental Leadership Act	Dead
AB 1569 (Steinorth)	CEQA: Transportation Infrastructure Exemption	Dead
AB 1833 (Linder)	Advanced Mitigation for Transportation Projects	Dead
AB 1886 (McCarty)	Exemption for Transit Priority Projects	Dead
AB 2452 (Quirk)	CEQA: Transportation Projects	N/A
SB 122 (Jackson)	CEQA: Record of Proceedings	Chapter 476
SB 240 (Stone)	CEQA: Renewable Energy Exemption	Dead
SB 389 (Berryhill)	CEQA: Sustainable Environmental Protection Act	Dead
SB 584 (Nguyen)	CEQA: Park Resurfacing Exemption	Dead
SB 734 (Galgiani)	CEQA: Environmental Leadership Act	Chapter 210
SB 901 (Bates)	CEQA: Advanced Transportation Mitigation	Dead
SB 1277 (Hancock)	CEQA: Coal Shipments and Supplemental EIR	Dead
SB 1278 (Hancock)	CEQA: Port of Oakland Coal Shipments	Dead
SB 1280 (Hancock)	CEQA: Coal Shipment Mitigations	Dead
SBX1 11 (Berryhill)	CEQA: Roadway Improvement Exemption	2-Year

CLIMATE CHANGE

AB 239 (Gallagher)	GHG Regulations	Dead
AB 777 (Harper)	Repeal of AB 32	Dead
AB 1324 (Williams)	AB 32 Post-2020 Authority	Dead
AB 1367 (Williams)	GHG Monitoring	Dead
AB 2109 (Dahle)	AB 32 Spot Bill	Dead
AB 2475 (Gordon)	Loan Program	Dead
AB 2702 (Atkins)	Best Practices to Reduce GHGs	Dead
AJR 43 (Williams)	Climate Change	Chapter 168
SB 167 (Gaines, T.)	AB 32 Spot Bill	N/A
SB 1030 (McGuire)	Sonoma Climate Protection Authority	Chapter 151
SB 1294 (Pavley)	Community Climate & Drought Resilience Program	Dead
SB 1383 (Lara)	Short-Lived Climate Pollutants	Chapter 395
SB 1386 (Wolk)	Natural and Working Lands	Chapter 545
SB 1443 (Galgiani)	AB 32 Spot Bill	N/A

Cap-and-Trade Regulation

AB 23	(Patterson)	Cap-and-Trade Exemption	Dead
AB 720	(Cooley)	Cap-and-Trade Accounts	Dead
AB 1332	(Quirk)	Cap-and-Trade Offsets	Dead
AB 2066	(Lackey)	Service Station Pricing	Dead
AB 2413	(O'Donnell)	Sea Level Rise Preparation	Dead
AB 2585	(O'Donnell)	Resource Shuffling	Dead
SB 1	(Gaines, T.)	Fuels under Cap-and-Trade	Dead
SB 5	(Vidak)	Fuels under Cap-and-Trade	Dead
SB 1301	(Hertzberg)	Clean Energy & Energy Efficiency Funding	Dead

Cap-and-Trade Auction Proceeds

AB 156	(Perea)	GGRF: DAC Technical Assistance	N/A
AB 309	(Mathis)	GGRF: Water Research Grant	N/A
AB 450	(McCarty)	GGRF: Energy Efficiency	N/A
AB 577	(Bonilla)	GGRF: Biomethane Grant Program	Dead
AB 590	(Dahle)	GGRF: Biomass Facilities	Dead
AB 678	(O'Donnell)	GGRF: Energy Efficiency at Ports Program	Dead
AB 761	(Levine)	GGRF: Carbon Farming	Dead
AB 857	(Perea)	GGRF: Heavy-Duty Truck Funding	Dead
AB 1030	(Ridley-Thomas)	GGRF: Hiring	Dead
AB 1087	(Grove)	GGRF: High-Speed Rail	Dead
AB 1138	(Patterson)	GGRF: High-Speed Rail	Dead
AB 1169	(Gomez)	Strategic Growth Council Project Signage	Dead
AB 1176	(Perea)	Low Carbon Diesel Fuels Access Program	N/A
AB 1179	(Rendon)	GGRF: DAC Report	Dead
AB 1205	(Gomez)	GGRF: CalRIVER	N/A
AB 1260	(Thurmond)	Joint Exercise of Powers Act	Dead
AB 1336	(Salas)	GGRF: DAC Requirement	Dead
AB 1345	(Dahle)	GGRF: GHG Emissions from Wildfire	Dead
AB 1550	(Gomez)	GGRF: DAC and Low-Income Targets	Chapter 369
AB 1555	(Gomez)	GGRF: Funding	Dead
AB 1657	(O'Donnell)	GGRF: Ports and Intermodal Terminals	Dead
AB 1698	(Hadley)	GGRF: Electric Program Investment Charge	Dead
AB 1717	(Hadley)	GGRF: High-Speed Rail	Dead
AB 1780	(Medina)	GGRF: Trade Corridors Improvement Fund	Dead
AB 1815	(Alejo)	GGRF: Technical Assistance	Dead
AB 1968	(Steinorth)	GGRF: AHSC	Dead
AB 1982	(Bloom)	GGRF: Traffic Signal Synchronization	N/A
AB 1989	(Jones)	GGRF: Water-Energy Projects	Dead
AB 2090	(Alejo)	GGRF: LCTOP	Dead
AB 2094	(Obornolte)	GGRF: Transportation	Dead
AB 2146	(Patterson)	GGRF: Fire Reduction	Dead
AB 2222	(Holden)	Student Transit Pass Program	N/A
AB 2223	(Gray)	Dairy Methane Reduction	N/A
AB 2276	(Brown)	GGRF: AHSC	Dead

AB 2293 (Garcia, C.)	Green Assistance and Business Program	Dead
AB 2343 (Garcia, C.)	GGRF: Annual Report	Dead
AB 2408 (Eggman)	GGRF: Single Application	Dead
AB 2415 (Garcia, E.)	GGRF: Heavy-Duty Truck Funding	Dead
AB 2576 (Gray)	GGRF: Recycled Glass	Dead
AB 2653 (Garcia, E.)	GGRF: Annual Report	Dead
AB 2715 (Garcia, E.)	Energy Efficient Housing for Agricultural Poor	Dead
AB 2722 (Burke)	GGRF: TCC	Chapter 371
AB 2783 (Garcia, E.)	GGRF: AHSC	Dead
AB 2796 (Bloom)	GGRF: Active Transportation Program	Dead
ABX1 6 (Hernández, R.)	GGRF: AHSC Rural Set-aside	2-Year
ABX1 7 (Nazarian)	GGRF: Public Transit Funding	2-Year
ABX1 13 (Grove)	GGRF: Streets and Highways	2-Year
ABX1 17 (Achadjian)	GGRF: State Highway Operation and Protection	2-Year
SB 207 (Wieckowski)	GGRF: Expenditure Records	Dead
SB 367 (Wolk)	GGRF: Healthy Soils	Dead
SB 398 (Leyva)	Green Assistance Program	Dead
SB 400 (Lara)	GGRF: High-Speed Rail GHG Mitigation	Dead
SB 471 (Pavley)	GGRF: Water, Energy, and GHG Emissions	Dead
SB 523 (McGuire)	School Bus Replacement	Dead
SB 698 (Cannella)	Active Transportation Program	Dead
SB 706 (Pavley)	GGRF: GHG and Alternative Fuels	Dead
SB 760 (Mendoza)	GGRF: DAC Enhancement Act	N/A
SB 824 (Beall)	GGRF: LCTOP	Chapter 479
SB 951 (McGuire)	Patriot Pass Transit Program	N/A
SB 970 (Leyva)	GGRF: Organics Grant Program	Chapter 365
SB 1213 (Wieckowski)	GGRF: Anaerobic Digestion of Biosolids	Dead
SB 1328 (Lara)	GGRF: Water Projects	Vetoed
SB 1350 (Wolk)	GGRF: Healthy Soils	Dead
SB 1398 (Leyva)	Public Water Systems	N/A
SB 1402 (Pavley)	GGRF: Low Carbon Transportation Fuel	Dead
SB 1464 (De León)	GGRF: Three-Year Investment Plan	Chapter 679
SBX1 2 (Huff)	GGRF: Transportation	2-Year
SBX1 8 (Hill)	GGRF: Public Transit Funding	2-Year

Climate Adaptation

AB 1346 (Gray)	State Emergency Plan Update	Dead
AB 2800 (Quirk)	Climate Change Infrastructure Planning	Chapter 580
SB 1363 (Monning)	Ocean Acidification & Hypoxia Reduction	Chapter 846

AB 32 Scoping Plan

AB 21 (Perea)	AB 32 Scoping Plan	N/A
AB 197 (Garcia, E.)	ARB: GHGs	Chapter 250
SB 506 (Fuller)	AB 32 Scoping Plan	N/A
SB 544 (Lara)	AB 32 Scoping Plan Spot Bill	Dead
SB 1153 (Cannella)	AB 32 Scoping Plan: Biomethane	Dead

COMPLIANCE (See ENFORCEMENT/PENALTIES)

ENERGY

AB 33	(Quirk)	Long-Duration Bulk Energy Storage	Chapter 680
AB 140	(Allen, T.)	Distributed Generation	Dead
AB 175	(Mathis)	Electricity	Dead
AB 415	(Chávez)	Green Tariff Shared Renewables Program	Dead
AB 645	(Williams)	50 Percent RPS by 2030	Dead
AB 674	(Mullin)	Distributed Electricity Generation	Dead
AB 942	(Calderon)	California Solar Initiative	Dead
AB 966	(Baker)	California Solar Initiative	Dead
AB 1110	(Ting)	Electricity Suppliers GHG Reporting	Chapter 656
AB 1132	(Ting)	Distributed Generation Workforce Training	Dead
AB 1144	(Rendon)	RPS Wastewater Treatment	Dead
AB 1498	(Thurmond)	Renewable Energy Fish and Wildlife Division	Dead
AB 1530	(Levine)	Clean Distributed Generation	Dead
AB 1637	(Low)	Clean Distributed Generation	Chapter 658
AB 1683	(Eggman)	Alternative Energy Financing	Dead
AB 1773	(Oberholte)	Renewable Energy	Chapter 659
AB 1832	(Dahle)	Renewable Energy	Dead
AB 1923	(Wood)	Bioenergy Feed-In Tariff Capacity	Chapter 663
AB 1937	(Gomez)	Electricity Procurement	Chapter 664
AB 1966	(Allen, T.)	Conventional Power Source	Dead
AB 1973	(Campos)	School Energy Efficiency Projects	Dead
AB 1979	(Bigelow)	Hydro Feed-In Tariff Capacity	Chapter 665
AB 2100	(Calderon)	21 st Century Infrastructure Act	Dead
AB 2141	(Ting)	Energy Assistance for Convenience Stores	Dead
AB 2163	(Williams)	Distributed Generation	Dead
AB 2206	(Williams)	Renewable Gas	Dead
AB 2271	(Quirk)	Peer Review of Energy Research Programs	Dead
AB 2313	(Williams)	Biomethane Project Incentives	Chapter 571
AB 2334	(Mullin)	Alternative Energy Financing	Dead
AB 2339	(Irwin)	Net Energy Metering	Dead
AB 2379	(Quirk)	Home Energy Rating Program Report	Dead
AB 2454	(Williams)	Energy Procurement Plans	Chapter 826
AB 2460	(Irwin)	Solar Thermal Systems	Dead
AB 2561	(Irwin)	Solar and Wind Thermal Systems	Chapter 669
AB 2630	(Salas)	Solar Energy Development	Dead
AB 2693	(Dababneh)	Property Assessed Clean Energy Program	Chapter 618
AB 2700	(Brown)	RPS Workforce	Dead
AB 2713	(Chiu)	Local Ordinances for Energy Storage	Dead
AB 2773	(Quirk)	Biomethane	Dead
AB 2856	(Burke)	Interstate Natural Gas Pipeline Safety Valves	Dead
AB 2861	(Ting)	Distributed Generation Dispute Process	Chapter 672
AB 2868	(Gatto)	Energy Storage Systems	Chapter 681
ACA 11	(Gatto)	Transfer of CPUC Functions	Dead

AJR 29	(Chávez)	Nuclear Fuel Storage	Chapter 112
SB 62	(Hill)	CPUC Safety Advocate	Chapter 806
SB 155	(Hertzberg)	CAISO Regional Organization	Dead
SB 156	(Huff)	CEC Membership	Dead
SB 180	(Jackson)	Power Plant GHG Emissions	Dead
SB 215	(Leno)	CPUC Reforms	Chapter 807
SB 286	(Hertzberg)	Direct Access to Electricity	Dead
SB 360	(Cannella)	Biomethane	Dead
SB 427	(Fuller)	RPS	Dead
SB 512	(Hill)	CPUC Reforms	Chapter 808
SB 550	(Hertzberg)	Net Energy Metering	Dead
SB 581	(Cannella)	Public Contracts	Dead
SB 687	(Allen, B.)	Renewable Gas Standard	Dead
SB 724	(Berryhill)	CA Consumer Power & Conservation Financing	Dead
SB 728	(Morrell)	RPS Economic Evaluation	Dead
SB 886	(Pavley)	Energy Storage	Dead
SB 919	(Hertzberg)	Renewable Energy and Water Supplies	Vetoed
SB 968	(Monning)	Diablo Canyon Closure Impact	Chapter 674
SB 993	(Fuller)	Renewable Energy	Dead
SB 1017	(Hill)	CPUC Availability of Documents	Dead
SB 1043	(Allen, B.)	Biogas and Biomethane	Dead
SB 1074	(Hueso)	Geothermal Projects	Chapter 539
SB 1153	(Cannella)	AB 32 Scoping Plan: Biomethane	Dead
SB 1206	(Morrell)	Natural Gas Pipeline Safety	Dead
SB 1222	(Hertzberg)	CPUC Reports and Financing Orders	Chapter 842
SB 1299	(Hertzberg)	RPS Renewable Energy Credits	Dead
SB 1393	(De León)	SB 350 Clean-Up	Chapter 677
SB 1453	(De León)	Power Plant GHG Emission Performance Standard	Dead
SJR 10	(Stone)	Federal Solar Energy Tax Credit	Chapter 182

Green Buildings and Energy Efficiency

AB 576	(Ting)	California Building Standards Advisory Panels	Dead
AB 1013	(Quirk)	Home Energy Rating	Dead
AB 1022	(Oberholte)	Solar Water Heating Efficiency	Dead
AB 1094	(Williams)	Plug-In Equipment Energy Use	Dead
AB 1330	(Bloom)	Demand Response/Energy Efficiency	Chapter 812
AB 1333	(Quirk)	Energy Efficiency Programs	Dead
AB 1334	(Quirk)	Utility Research and Development Programs	Dead
AB 1479	(Patterson)	Utility Fixed Residential Electricity Charge	Dead
AB 2447	(Campos)	School Energy Efficiency Projects	Dead
AB 2543	(Gordon)	State Building Energy Efficiency & Conservation	Dead
AB 2715	(Garcia, E.)	Energy Efficient Housing for Agricultural Poor	Dead
SB 723	(Pavley)	Military Facility Energy Efficiency	Dead
SB 765	(Wolk)	Energy Efficiency Administrator	Dead
SB 1207	(Hueso)	Energy Conservation Assistance Account	Chapter 675
SB 1414	(Wolk)	Energy Efficiency	Chapter 678

Water and Energy Efficiency

AB 1480 (Patterson)	Water and Energy Efficiency	Dead
SB 551 (Wolk)	Water and Energy Efficiency	Dead
SB 1425 (Pavley)	Water-Energy Nexus Registry	Chapter 596

ENFORCEMENT/PENALTIES

AB 280 (Brown)	Small Claims Court	Dead
AB 335 (Patterson)	Minor Air Quality Violations	Dead
AB 756 (Chang)	Penalty Waiver for Small Businesses	N/A
AB 1685 (Gomez)	Mobile Source Emission Violation Penalties	Chapter 604
AB 2781 (Garcia, E.)	Supplemental Environmental Projects	Dead
ACR 112 (Hadley)	ARB's Role in Identifying Defeat Devices	Chapter 117
SB 1228 (Runner)	Small Business Regulatory Fairness Act	Dead

ENVIRONMENTAL JUSTICE

AB 1062 (Bonta)	EJ Small Grant Program	Dead
AB 2292 (Gordon)	CalEnviroScreen	Dead
SB 1000 (Leyva)	General Plans Safety & EJ	Chapter 587

FORESTRY

AB 2029 (Dahle)	Timber Harvesting Plan Exemptions	Chapter 563
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FUELS

AB 1074 (Garcia, C.)	Alternative Fuels Infrastructure	Dead
AB 2127 (O'Donnell)	Use Fuel Excise Tax Discount	Vetoed
AB 2875 (Bloom)	Motor Vehicle Fuel Labeling	Dead
SB 433 (Berryhill)	Gasoline and Diesel Tax Rates	Dead

Hydraulic Fracturing and Well Stimulation

AB 1490 (Rendon)	Well Stimulation and Seismic Activities	Dead
AB 1501 (Rendon)	Well Stimulation Emissions and Monitoring	Dead

Low Carbon Fuels

AB 577 (Bonilla)	GGRF: Biomethane Grant Program	Dead
AB 655 (Quirk)	Inedible Kitchen Grease Fees	Chapter 286
AB 1176 (Perea)	Low Carbon Diesel Fuels Access Program	N/A
AB 1192 (Quirk)	Very Low Carbon Fuel Market Commitment	N/A
AB 1442 (O'Donnell)	Gasohol	Dead
AB 2323 (Ridley-Thomas)	Low Carbon Fuel Production Facilities	Dead
SB 20 (Pavley)	Low Carbon Fuels Council	Dead
SB 1402 (Pavley)	GGRF: Low Carbon Transportation Fuel	Dead

GOODS MOVEMENT

AB 102 (Rodriguez)	Railroad Safety	Dead
AB 531 (O'Donnell)	Southern California Port Congestion Authority	Dead
AB 1265 (Perea)	Transportation Project Lease Agreements	Dead

AB 1393 (Burke)	California Pollution Control Financing Authority	Dead
AB 1533 (ASM JED&E)	Infrastructure Financing	Chapter 383
AB 2170 (Frazier)	Trade Corridors Improvement Fund	Vetoed
AB 2332 (Garcia, E.)	Transportation Funding for Community Safety	Dead
AB 2432 (Brown)	Designated Truck Routes and Services	Dead
AB 2731 (O'Donnell)	Terminal Island Freeway Special Permits	Dead
AB 2841 (Allen, T.)	State Infrastructure Financing for Seaports	Dead
SB 63 (Hall)	Seaport Infrastructure Financing Districts	Chapter 793
SB 64 (Liu)	California Transportation Plan	Chapter 711
SB 158 (Huff)	Transportation Project Lease Agreements	Dead
SB 1279 (Hancock)	Funding Prohibition for Coal Shipments	Chapter 215
SJR 22 (Hueso)	Calexico Port of Entry	Chapter 102
SJR 24 (Beall)	Federal Transportation Funding	Chapter 188

GREENHOUSE GASES (See CLIMATE CHANGE and/or ENERGY)

HAZARDOUS WASTE

AB 263 (Patterson)	Hazardous Waste Regulations	Dead
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HIGH-SPEED RAIL

AB 1768 (Gallagher)	High-Speed Rail Bonds	Dead
AB 1813 (Frazier)	High-Speed Rail Authority Membership	Chapter 117
AB 2382 (Lopez)	High-Speed Rail Authority Membership	Dead

INCENTIVE PROGRAMS

AB 857 (Perea)	GGRF: Heavy-Duty Truck Funding	Dead
AB 904 (Perea)	Clean Reused Vehicle Rebate Project	Dead
AB 1657 (O'Donnell)	GGRF: Ports and Intermodal Terminals	Dead
AB 1691 (Gipson)	Enhanced Fleet Modernization Program	Dead
AB 1697 (Bonilla)	Alt. & Renewable Fuel & Vehicle Technology	Chapter 446
AB 1710 (Calderon)	ZEV Incentives	Dead
AB 1851 (Gray)	ZEV Incentives	Dead
AB 1964 (Bloom)	HOV Lane Stickers	Dead
AB 1965 (Cooper)	Enhanced Fleet Modernization Program	Dead
AB 2222 (Holden)	Student Transit Pass Program	N/A
AB 2415 (Garcia, E.)	GGRF: Heavy-Duty Truck Funding	Dead
AB 2564 (Cooper)	CVRP	Dead
AB 2829 (Baker)	Carl Moyer Program	Dead
SB 39 (Pavley)	HOV Lane Stickers	Dead
SB 40 (Gaines, T.)	CVRP	Dead
SB 523 (McGuire)	School Bus Replacement	Dead
SB 951 (McGuire)	Patriot Pass Transit Program	N/A

Taxes and Fees

AB 945 (Ting)	Clean Vehicles Sales and Use Tax Exemption	Dead
AB 1710 (Calderon)	ZEV Incentives	Dead
AB 2055 (Gipson)	Sustainable Freight Investment Tax Credits	Dead
AB 2127 (O'Donnell)	Use Fuel Excise Tax Discount	Vetoed
AB 2145 (Linder)	Vehicle License Fee Reduction	Dead
AB 2673 (Harper)	Hydrogen Refueling Equipment	Dead
AB 2675 (Chiu)	EV Infrastructure Tax Exemption and Credits	Dead
SB 578 (Block)	EV Charging Station Tax Credits	Dead
SB 627 (Galgiani)	Income Tax Credit for Commuting Miles	Dead
SB 680 (Wieckowski)	Motor Vehicle Sales Tax Exemption	Chapter 649
SB 1338 (Lara)	ZEV Sales and Use Tax Exemptions	Dead

LAND USE

AB 1934 (Santiago)	Planning and Zoning	Chapter 747
AB 2442 (Holden)	Density Bonuses	Chapter 756
AB 2501 (Bloom)	Housing Density Bonuses	Chapter 758
AB 2556 (Nazarian)	Density Bonuses	Chapter 761

LOW EMISSION VEHICLES (See MOTOR VEHICLES)

MOTOR VEHICLES

AB 287 (Gordon)	Vehicle Safety Recalls	Chapter 682
AB 334 (Cooley)	Motorcycle Rider Profiling	Dead
AB 457 (Melendez)	HOT Lane Reports	Dead
AB 828 (Low)	Vehicles Transportation Services	Dead
AB 873 (Jones)	Automotive Repair	Chapter 849
AB 1174 (Bonilla)	Automotive Repair Act Violations	Vetoed
AB 1592 (Bonilla)	Autonomous Vehicles Pilot Project	Chapter 814
AB 1858 (Santiago)	Automobile Dismantling Task Force	Chapter 449
AB 2451 (Achadjian)	Vehicle Ridesharing	Dead
AB 2682 (Chang)	Autonomous Vehicles	Dead
AB 2866 (Gatto)	Autonomous Vehicles	Dead
ACR 160 (Hadley)	Motor Vehicle Idling Near Children	Chapter 98
SBX1 8 (Hill)	GGRF: Public Transit Funding	2-Year
SB 1260 (Allen, B.)	Zinc in Motor Vehicle Tires	Chapter 153
SB 1430 (Pavley)	Motor Vehicle Tail Pipe Emissions	Dead

Electric Vehicle Infrastructure

AB 946 (Ting)	EV Charging Infrastructure	Dead
AB 1005 (Gordon)	EV Charging Infrastructure	Chapter 442
AB 2426 (Low)	Workplace Charging Stations Grant Program	Dead
SB 786 (Allen, B.)	Advanced Technology Parking Incentive Report	N/A

High-Occupancy Vehicle Lanes and High-Occupancy Toll Lanes

AB 620	(Hernández, R.)	HOT Lane Exemptions	Chapter 738
AB 1908	(Harper)	HOV Lanes	Dead
AB 1964	(Bloom)	HOV Lane Stickers	Dead
SB 39	(Pavley)	HOV Lane Stickers	Dead
SB 59	(Knight)	HOV Lanes	Dead
SB 194	(Cannella)	HOV Lanes	Dead

Low Emission Vehicles and Zero Emission Vehicles

AB 1108	(Burke)	Zero Emission Vehicles	Dead
SB 241	(Bates)	Neighborhood EVs	Chapter 156
SB 1405	(Pavley)	ZEV Transportation Systems	Dead

Public Transit

AB 891	(Campos)	School Transportation	Dead
AB 1572	(Campos)	School Transportation	N/A
SB 824	(Beall)	GGRF: LCTOP	Chapter 479
SB 1128	(Glazer)	Bay Area Commuter Benefits Program	Chapter 483

Registration Fees

AB 4	(Linder)	Transfer of Vehicle Weight Fees	Dead
AB 995	(Bigelow)	Farm Vehicle Registration Exemption	Vetoed
SB 773	(Allen, B.)	Vehicle Registration Fraud Study	Chapter 776

Smog Check

AB 550	(Waldron)	Smog Check Abatement Fee	Dead
SB 206	(Gaines, T.)	Vehicle OBD Systems	Dead
SB 1239	(Gaines, T.)	Smog Check Exemptions	Dead

OIL AND GAS PRODUCTION

AB 356	(Williams)	Oil and Gas Project Groundwater Monitoring	Dead
AB 2729	(Williams)	Oil and Gas Operations	Chapter 272
AB 2748	(Gatto)	Environmental Disaster Attorneys' Fees	Vetoed
AB 2756	(Thurmond)	Oil and Gas Enforcement Actions	Chapter 274
AB 2788	(Gatto)	Natural Gas Storage Emergency Regulations	N/A
SB 248	(Pavley)	Oil and Gas	Dead
SB 454	(Allen, B.)	Oil and Gas Exempted Aquifer	Dead
SB 900	(Jackson)	Coastal Hazards	Vetoed

Aliso Canyon

AB 1902	(Wilk)	Aliso Canyon Civil Actions	Dead
AB 1903	(Wilk)	Aliso Canyon Health Impact Study	Dead
AB 1904	(Wilk)	Natural Gas Odorants	Dead
AB 1905	(Wilk)	Natural Gas Injection and Storage Study	Dead
AB 2798	(Gatto)	Energy Conservation	Dead
SB 380	(Pavley)	Natural Gas Storage Moratorium	Chapter 14

SB 887 (Pavley)	Natural Gas Storage Wells	Chapter 673
SB 888 (Allen, B.)	Gas Corporations Emergency Management	Chapter 536
SB 1441 (Leno)	Natural Gas Methane Emissions	Dead

PENALTIES (See ENFORCEMENT/PENALTIES)

PORTS (See GOODS MOVEMENT)

REPORTS (See ADMINISTRATIVE PROCEDURES)

TOXICS

AB 543 (Quirk)	Proposition 65 Exposure	Dead
AB 1759 (Bonta)	Hydrogen Fluoride Use at Refineries	Dead
SB 47 (Hill)	Health Impacts of Synthetic Turf	Dead

Diesel Emissions

AB 742 (Gallagher)	Diesel Particulate Filter Safety	Dead
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TRANSPORTATION INFRASTRUCTURE FUNDING

AB 227 (Alejo)	Transportation Funding	Dead
AB 877 (Chu)	Transportation Funding	Dead
AB 1591 (Frazier)	Transportation Funding	Dead
AB 2094 (Oberholte)	GGRF: Transportation	Dead
ACA 4 (Frazier)	Local Transportation Projects Special Taxes	Dead
ABX1 3 (Frazier)	Transportation Funding	2-Year
ABX1 4 (Frazier)	Transportation Funding	2-Year
ABX1 8 (Chiu)	Diesel Fuel Taxes	2-Year
ABX1 13 (Grove)	GGRF: Streets and Highways	2-Year
ABX1 17 (Achadjian)	GGRF: State Highway Operation and Protection	2-Year
ABX1 23 (Garcia, E.)	Transportation Funding	2-Year
ABX1 26 (Frazier)	Transportation Funding	2-Year
SB 767 (De León)	Transportation Transactions and Use Tax	Chapter 580
SB 1216 (Hueso)	Trade Corridors Improvement Fund	Dead
SBX1 1 (Beall)	Transportation Funding	2-Year
SBX1 2 (Huff)	GGRF: Transportation	2-Year
SBX1 7 (Allen, B.)	Diesel Sales and Use Tax	2-Year

TRANSPORTATION PLANNING

AB 338 (Hernández, R.)	Los Angeles County Transportation Authority	Dead
AB 1098 (Bloom)	Congestion Management	Dead
AB 2741 (Salas)	California Transportation Plan	Vetoed

WASTE MANAGEMENT

AB 997 (Allen, T.)	Plastic Conversion to Fuels	Dead
AB 1103 (Dodd)	Organic Waste Transport	Chapter 443
AB 1159 (Gordon)	Waste Tire Recycling	N/A

AB 1239 (Gordon)	California Tire Regulatory Fee	Dead
AB 1377 (Thurmond)	Green Material as Landfill Alternative Cover	Dead
SB 742 (Hertzberg)	State Agency Solid Waste Diversion	Dead

MISCELLANEOUS

AB 708 (Jones-Sawyer)	Disclosure of Cleaning Product Ingredients	Dead
AB 1960 (Lackey)	Basic Inspection of Terminals Program	Chapter 748
AB 2444 (Garcia, E.)	Park Bond	Dead
SB 189 (Hueso)	Economic Jobs Growth Blue Ribbon Committee	Dead
SB 233 (Hertzberg)	Environmental Impacts of Rigs-to-Reefs	Dead

BILLS BY AUTHOR

ASSEMBLY

ACHADJIAN

AB 2451	Vehicle Ridesharing	Dead
ABX1 17	GGRF: State Highway Operation and Protection	2-Year

ALEJO

AB 227	Transportation Funding	Dead
AB 1815	GGRF: Technical Assistance	Dead
AB 2090	GGRF: LCTOP	Dead

ALLEN, T.

AB 140	Distributed Generation	Dead
AB 997	Plastic Conversion to Fuels	Dead
AB 1068	CEQA: Streamlining of Priority Projects	Dead
AB 1966	Conventional Power Source	Dead
AB 2841	State Infrastructure Financing for Seaports	Dead

ATKINS

AB 2702	Best Practices to Reduce GHGs	Dead
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BAKER

AB 966	California Solar Initiative	Dead
AB 2829	Carl Moyer Program	Dead

BIGELOW

AB 995	Farm Vehicle Registration Exemption	Vetoed
AB 1979	Hydro Feed-In Tariff Capacity	Chapter 665

BLOOM

AB 1098	Congestion Management	Dead
AB 1330	Demand Response/Energy Efficiency	Chapter 812
AB 1964	HOV Lane Stickers	Dead
AB 1982	GGRF: Traffic Signal Synchronization	N/A
AB 2501	Housing Density Bonuses	Chapter 758
AB 2796	GGRF: Active Transportation Program	Dead
AB 2875	Motor Vehicle Fuel Labeling	Dead

BONILLA

AB 577	GGRF: Biomethane Grant Program	Dead
AB 1174	Automotive Repair Act Violations	Vetoed
AB 1592	Autonomous Vehicles Pilot Project	Chapter 814
AB 1697	Alt. & Renewable Fuel & Vehicle Technology	Chapter 446

BONTA		
AB 1062	EJ Small Grant Program	Dead
AB 1759	Hydrogen Fluoride Use at Refineries	Dead
BROWN		
AB 280	Small Claims Court	Dead
AB 2181	Public Contracts and Energy-Intensive Products	Dead
AB 2276	GGRF: AHSC	Dead
AB 2432	Designated Truck Routes and Services	Dead
AB 2700	RPS Workforce	Dead
BURKE		
AB 1108	Zero Emission Vehicles	Dead
AB 1393	California Pollution Control Financing Authority	Dead
AB 2722	GGRF: TCC	Chapter 371
AB 2856	Interstate Natural Gas Pipeline Safety Valves	Dead
CALDERON		
AB 942	California Solar Initiative	Dead
AB 1710	ZEV Incentives	Dead
AB 2100	21 st Century Infrastructure Act	Dead
CAMPOS		
AB 891	School Transportation	Dead
AB 1158	CEQA: Environmental Leadership Act	Dead
AB 1572	School Transportation	N/A
AB 1973	School Energy Efficiency Projects	Dead
AB 2447	School Energy Efficiency Projects	Dead
CHANG		
AB 19	GO-Biz Small Business Regulatory Review	Dead
AB 435	Webcast of CalEPA Public Meetings	Dead
AB 756	Penalty Waiver for Small Businesses	N/A
AB 1881	Cybersecurity Baseline Controls	Dead
AB 2682	Autonomous Vehicles	Dead
CHAVEZ		
AB 415	Green Tariff Shared Renewables Program	Dead
AJR 29	Nuclear Fuel Storage	Chapter 112
CHIU		
AB 2675	EV Infrastructure Tax Exemption and Credits	Dead
AB 2713	Local Ordinances for Energy Storage	Dead
ABX1 8	Diesel Fuel Taxes	2-Year

CHU		
AB 385 (Chu)	Stakeholder Group for Newby Island Landfill	N/A
AB 877 (Chu)	Transportation Funding	Dead
COOLEY		
AB 12	State Agency Regulation Review	Dead
AB 334	Motorcycle Rider Profiling	Dead
AB 720	Cap-and-Trade Accounts	Dead
AB 870	State Agency Regulation Review	Dead
COOPER		
AB 1965	Enhanced Fleet Modernization Program	Dead
AB 2564	CVRP	Dead
DABABNEH		
AB 2693	Property Assessed Clean Energy Program	Chapter 618
DAHLE		
AB 590	GGRF: Biomass Facilities	Dead
AB 642	ARB Jurisdiction	Dead
AB 1345	GGRF: GHG Emissions from Wildfire	Dead
AB 1832	Renewable Energy	Dead
AB 2029	Timber Harvesting Plan Exemptions	Chapter 563
AB 2109	AB 32 Spot Bill	Dead
DODD		
AB 1103	Organic Waste Transport	Chapter 443
EGGMAN		
AB 1683	Alternative Energy Financing	Dead
AB 2408	GGRF: Single Application	Dead
FRAZIER		
AB 1591	Transportation Funding	Dead
AB 1813	High-Speed Rail Authority Membership	Chapter 117
AB 2170	Trade Corridors Improvement Fund	Vetoed
ABX1 3	Transportation Funding	2-Year
ABX1 4	Transportation Funding	2-Year
ABX1 26	Transportation Funding	2-Year
ACA 4	Local Transportation Projects Special Taxes	Dead
FULLER		
SB 506	AB 32 Scoping Plan	N/A

GALLAGHER

AB 239	GHG Regulations	Dead
AB 742	Diesel Particulate Filter Safety	Dead
AB 1768	High-Speed Rail Bonds	Dead

GARCIA, C.

AB 1074	Alternative Fuels Infrastructure	Dead
AB 2293	Green Assistance and Business Program	Dead
AB 2343	GGRF: Annual Report	Dead

GARCIA, E.

AB 197	ARB: GHGs	Chapter 250
AB 866	GO-Biz Small Business Assistance	N/A
AB 1033	Alternative Small Business Definition	Chapter 346
AB 2332	Transportation Funding for Community Safety	Dead
AB 2415	GGRF: Heavy-Duty Truck Funding	Dead
AB 2444	Park Bond	Dead
AB 2653	GGRF: Annual Report	Dead
AB 2715	Energy Efficient Housing for Agricultural Poor	Dead
AB 2781	Supplemental Environmental Projects	Dead
AB 2783	GGRF: AHSC	Dead
ABX1 23	Transportation Funding	2-Year

GATTO

AB 2748	Environmental Disaster Attorneys' Fees	Vetoed
AB 2788	Natural Gas Storage Emergency Regulations	N/A
AB 2798	Energy Conservation	Dead
AB 2853	Public Record on Agency Website	Chapter 275
AB 2866	Autonomous Vehicles	Dead
AB 2868	Energy Storage Systems	Chapter 681
ACA 11	Transfer of CPUC Functions	Dead

GIPSON

AB 1691	Enhanced Fleet Modernization Program	Dead
AB 2055	Sustainable Freight Investment Tax Credits	Dead

GOMEZ

AB 1169	Strategic Growth Council Project Signage	Dead
AB 1205	GGRF: CalRIVER	N/A
AB 1550	GGRF: DAC and Low-Income Targets	Chapter 369
AB 1555	GGRF Funding	Dead
AB 1685	Mobile Source Emission Violation Penalties	Chapter 604
AB 1937	Electricity Procurement	Chapter 664

GORDON

AB 287	Vehicle Safety Recalls	Chapter 682
AB 1005	EV Charging Infrastructure	Chapter 442
AB 1159	Waste Tire Recycling	N/A
AB 1239	California Tire Regulatory Fee	Dead
AB 2292	CalEnviroScreen	Dead
AB 2475	Loan Program	Dead
AB 2543	State Building Energy Efficiency & Conservation	Dead
AB 2812	Recycling at State Agencies and Facilities	Chapter 530

GRAY

AB 1346	State Emergency Plan Update	Dead
AB 1851	ZEV Incentives	Dead
AB 2223	Dairy Methane Reduction	N/A
AB 2576	GGRF: Recycled Glass	Dead

GROVE

AB 1087	GGRF: High-Speed Rail	Dead
ABX1 13	GGRF: Streets and Highways	2-Year
ACR 45	Zero-Based Budgeting Review of State Agencies	N/A

HADLEY

AB 1698	GGRF: Electric Program Investment Charge	Dead
AB 1717	GGRF: High-Speed Rail	Dead
ACR 112	ARB's Role in Identifying Defeat Devices	Chapter 117
ACR 160	Motor Vehicle Idling Near Children	Chapter 98

HARPER

AB 777	Repeal of AB 32	Dead
AB 1908	HOV Lanes	Dead
AB 1910	Transportation Advisory Election	Dead
AB 2041	Beach Fire Rings	Dead
AB 2673	Hydrogen Refueling Equipment	Dead

HERNANDEZ, R.

AB 338	Los Angeles County Transportation Authority	Dead
AB 620	HOT Lane Exemptions	Chapter 738
ABX1 6	GGRF: AHSC Rural Set-aside	2-Year

HOLDEN

AB 2222	Student Transit Pass Program	N/A
AB 2442	Density Bonuses	Chapter 756

IRWIN		
AB 1841	Cybersecurity Incident Response	Chapter 508
AB 2339	Net Energy Metering	Dead
AB 2460	Solar Thermal Systems	Dead
AB 2561	Solar and Wind Thermal Systems	Chapter 669
JONES		
AB 873	Automotive Repair	Chapter 849
AB 1989	GGRF: Water-Energy Projects	Dead
JONES-SAWYER		
AB 708	Disclosure of Cleaning Product Ingredients	Dead
KIM		
AB 419	Regulatory Information on GO-Biz Website	Dead
LACKEY		
AB 1960	Basic Inspection of Terminals Program	Chapter 748
AB 2066	Service Station Pricing	Dead
LEVINE		
AB 761	GGRF: Carbon Farming	Dead
AB 1530	Clean Distributed Generation	Dead
LINDER		
AB 4	Transfer of Vehicle Weight Fees	Dead
AB 1707	Response to Public Records Request	Dead
AB 1833	Advanced Mitigation for Transportation Projects	Dead
AB 2145	Vehicle License Fee Reduction	Dead
LOPEZ		
AB 2382	High-Speed Rail Authority Membership	Dead
LOW		
AB 828	Vehicles Transportation Services	Dead
AB 1637	Clean Distributed Generation	Chapter 658
AB 2426	Workplace Charging Stations Grant Program	Dead
MATHIS		
AB 175	Electricity	Dead
AB 309	GGRF: Water Research Grant	N/A
MCCARTY		
AB 450	GGRF: Energy Efficiency	N/A
AB 1886	Exemption for Transit Priority Projects	Dead
AB 2396	Solid Waste Annual Reports	Chapter 466

MEDINA		
AB 1780	GGRF: Trade Corridors Improvement Fund	Dead
MELENDEZ		
AB 457	HOT Lane Reports	Dead
MULLIN		
AB 674	Distributed Electricity Generation	Dead
AB 2334	Alternative Energy Financing	Dead
NAZARIAN		
AB 2556	Density Bonuses	Chapter 761
ABX1 7	GGRF: Public Transit Funding	2-Year
OBERNOLTE		
AB 1022	Solar Water Heating Efficiency	Dead
AB 2094	GGRF: Transportation	Dead
O'DONNELL		
AB 531	Southern California Port Congestion Authority	Dead
AB 678	GGRF: Energy Efficiency at Ports Program	Dead
AB 1442	Gasohol	Dead
AB 1657	GGRF: Ports and Intermodal Terminals	Dead
AB 2127	Use Fuel Excise Tax Discount	Vetoed
AB 2413	Sea Level Rise Preparation	Dead
AB 2585	Resource Shuffling	Dead
AB 2731	Terminal Island Freeway Special Permits	Dead
PATTERSON		
AB 23	Cap-and-Trade Exemption	Dead
AB 263	Hazardous Waste Regulations	Dead
AB 335	Minor Air Quality Violations	Dead
AB 649	Law Enforcement Drug Takeback Program	Dead
AB 1138	GGRF: High-Speed Rail	Dead
AB 1479	Utility Fixed Residential Electricity Charge	Dead
AB 1480	Water and Energy Efficiency	Dead
AB 2146	GGRF: Fire Reduction	Dead
PEREA		
AB 21	AB 32 Scoping Plan	N/A
AB 156	GGRF: DAC Technical Assistance	N/A
AB 857	GGRF: Heavy-Duty Truck Funding	Dead
AB 904	Clean Reused Vehicle Rebate Project	Dead
AB 1176	Low Carbon Diesel Fuels Access Program	N/A
AB 1265	Transportation Project Lease Agreements	Dead

QUIRK

AB 33	Long-Duration Bulk Energy Storage	Chapter 680
AB 56	Drone Use by Law Enforcement	N/A
AB 543	Proposition 65 Exposure	Dead
AB 655	Inedible Kitchen Grease Fees	Chapter 286
AB 1013	Home Energy Rating	Dead
AB 1192	Very Low Carbon Fuel Market Commitment	N/A
AB 1332	Cap-and-Trade Offsets	Dead
AB 1333	Energy Efficiency Programs	Dead
AB 1334	Utility Research and Development Programs	Dead
AB 1820	Drone Use by Law Enforcement	Dead
AB 2271	Peer Review of Energy Research Programs	Dead
AB 2379	Home Energy Rating Program Report	Dead
AB 2452	CEQA: Transportation Projects	N/A
AB 2773	Biomethane	Dead
AB 2800	Climate Change Infrastructure Planning	Chapter 580

RENDON

AB 1144	RPS Wastewater Treatment	Dead
AB 1179	GGRF: DAC Report	Dead
AB 1490	Well Stimulation and Seismic Activities	Dead
AB 1501	Well Stimulation Emissions and Monitoring	Dead

RIDLEY-THOMAS

AB 1030	GGRF: Hiring	Dead
AB 2323	Low Carbon Fuel Production Facilities	Dead

RODRIGUEZ

AB 102	Railroad Safety	Dead
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SALAS

AB 1336	GGRF: DAC Requirement	Dead
AB 1473	CEQA: Environmental Leadership Act	Dead
AB 2630	Solar Energy Development	Dead
AB 2741	California Transportation Plan	Vetoed

SANTIAGO

AB 1858	Automobile Dismantling Task Force	Chapter 449
AB 1934	Planning and Zoning	Chapter 747

STEINORTH

AB 1569	CEQA: Transportation Infrastructure Exemption	Dead
AB 1968	GGRF: AHSC	Dead

THURMOND

AB 1260	Joint Exercise of Powers Act	Dead
AB 1377	Green Material as Landfill Alternative Cover	Dead
AB 1498	Renewable Energy Fish and Wildlife Division	Dead
AB 2756	Oil and Gas Enforcement Actions	Chapter 274

TING

AB 576	California Building Standards Advisory Panels	Dead
AB 945	Clean Vehicles Sales and Use Tax Exemption	Dead
AB 946	EV Charging Infrastructure	Dead
AB 1110	Electricity Suppliers GHG Reporting	Chapter 656
AB 1132	Distributed Generation Workforce Training	Dead
AB 1215	California Open Data Portal and Standard	Dead
AB 2141	Energy Assistance for Convenience Stores	Dead
AB 2861	Distributed Generation Dispute Process	Chapter 672

WAGNER

AB 1868	Legislative Notice of Regulations	Dead
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WALDRON

AB 14	Drone Task Force	Dead
AB 550	Smog Check Abatement Fee	Dead

WILK

AB 1281	Legislative Vote on Regulations	Dead
AB 1398	CEQA: Sustainable Environmental Protection Act	Dead
AB 1566	Reports Attestation	Dead
AB 1902	Aliso Canyon Civil Actions	Dead
AB 1903	Aliso Canyon Health Impact Study	Dead
AB 1904	Natural Gas Odorants	Dead
AB 1905	Natural Gas Injection and Storage Study	Dead

WILLIAMS

AB 356	Oil and Gas Project Groundwater Monitoring	Dead
AB 645	50 Percent RPS by 2030	Dead
AB 1094	Plug-In Equipment Energy Use	Dead
AB 1324	AB 32 Post-2020 Authority	Dead
AB 1367	GHG Monitoring	Dead
AB 2163	Distributed Generation	Dead
AB 2206	Renewable Gas	Dead
AB 2313	Biomethane Project Incentives	Chapter 571
AB 2454	Energy Procurement Plans	Chapter 826
AB 2729	Oil and Gas Operations	Chapter 272
AJR 43	Climate Change	Chapter 168

WOOD

AB 320	Licensing of Environmental Engineers	Dead
AB 1923	Bioenergy Feed-In Tariff Capacity	Chapter 663

ASSEMBLY BUDGET COMMITTEE

AB 1611	2016 Budget Trailer Bill: Resources	Dead
AB 1612	2016 Budget Trailer Bill: Energy	Dead
AB 1613	2016 Budget Act: GGRF Funding	Chapter 370

**ASSEMBLY JOBS, ECONOMIC DEVELOPMENT, AND THE ECONOMY
COMMITTEE**

AB 1533	Infrastructure Financing	Chapter 383
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SENATE

ALLEN, B.

SB 454	Oil and Gas Exempted Aquifer	Dead
SB 687	Renewable Gas Standard	Dead
SB 773	Vehicle Registration Fraud Study	Chapter 776
SB 786	Advanced Technology Parking Incentive Report	N/A
SB 888	Gas Corporations Emergency Management	Chapter 536
SB 1043	Biogas and Biomethane	Dead
SB 1161	Statute of Limitation	Dead
SB 1260	Zinc in Motor Vehicle Tires	Chapter 153
SBX1 7	Diesel Sales and Use Tax	2-Year

BATES

SB 241	Neighborhood EVs	Chapter 156
SB 901	CEQA: Advanced Transportation Mitigation	Dead
SB 1237	Regulations	Dead

BEALL

SB 824	GGRF: LCTOP	Chapter 479
SBX1 1	Transportation Funding	2-Year
SJR 24	Federal Transportation Funding	Chapter 188

BERRYHILL

SB 389	CEQA: Sustainable Environmental Protection Act	Dead
SB 433	Gasoline and Diesel Tax Rates	Dead
SB 724	CA Consumer Power & Conservation Financing	Dead
SBX1 11	CEQA: Roadway Improvement Exemption	2-Year

BLOCK

SB 578	EV Charging Station Tax Credits	Dead
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CANNELLA

SB 194	HOV Lanes	Dead
SB 360	Biomethane	Dead
SB 581	Public Contracts	Dead
SB 698	Active Transportation Program	Dead
SB 1153	AB 32 Scoping Plan: Biomethane	Dead

DE LEÓN

SB 767	Transportation Transactions and Use Tax	Chapter 580
SB 1387	South Coast AQMD	Dead
SB 1393	SB 350 Clean-Up	Chapter 677

SB 1453	Power Plant GHG Emission Performance Standard	Dead
SB 1464	GGRF: Three-Year Investment Plan	Chapter 679

FULLER

SB 427	RPS	Dead
SB 993	Renewable Energy	Dead

GAINES, T.

SB 1	Fuels under Cap-and-Trade	Dead
SB 40	CVRP	Dead
SB 167	AB 32 Spot Bill	N/A
SB 206	Vehicle OBD Systems	Dead
SB 925	ARB Jurisdiction	Dead
SB 1239	Smog Check Exemptions	Dead

GALGIANI

SB 262	Drone Use by Law Enforcement	Dead
SB 627	Income Tax Credit for Commuting Miles	Dead
SB 734	CEQA: Environmental Leadership Act	Chapter 210
SB 1176	Small Business Contracts and Definition	Vetoed
SB 1443	AB 32 Spot Bill	N/A

GLAZER

SB 1128	Bay Area Commuter Benefits Program	Chapter 483
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HANCOCK

SB 1219	Small Business Procurement and Contracts	Vetoed
SB 1277	CEQA: Coal Shipments and Supplemental EIR	Dead
SB 1278	CEQA: Port of Oakland Coal Shipments	Dead
SB 1279	Funding Prohibition for Coal Shipments	Chapter 215
SB 1280	CEQA: Coal Shipment Mitigations	Dead

HERTZBERG

SB 155	CAISO Regional Organization	Dead
SB 233	Environmental Impacts of Rigs-to-Reefs	Dead
SB 286	Direct Access to Electricity	Dead
SB 550	Net Energy Metering	Dead
SB 742	State Agency Solid Waste Diversion	Dead
SB 919	Renewable Energy and Water Supplies	Vetoed
SB 1222	CPUC Reports and Financing Orders	Chapter 842
SB 1299	RPS Renewable Energy Credits	Dead
SB 1301	Clean Energy & Energy Efficiency Funding	Dead
SB 1444	Cybersecurity Incident Response Plans	Dead

HILL		
SB 47	Health Impacts of Synthetic Turf	Dead
SB 62	CPUC Safety Advocate	Chapter 806
SB 512	CPUC Reforms	Chapter 808
SB 1017	CPUC Availability of Documents	Dead
SBX1 8	GGRF: Public Transit Funding	2-Year
HUESO		
SB 189	Economic Jobs Growth Blue Ribbon Committee	Dead
SB 1074	Geothermal Projects	Chapter 539
SB 1207	Energy Conservation Assistance Account	Chapter 675
SB 1216	Trade Corridor Improvement Fund	Dead
SJR 22	Calexico Port of Entry	Chapter 102
HUFF		
SB 156	CEC Membership	Dead
SB 158	Transportation Project Lease Agreements	Dead
SBX1 2	GGRF	2-Year
JACKSON		
SB 122	CEQA: Record of Proceedings	Chapter 476
SB 180	Power Plant GHG Emissions	Dead
SB 900	Coastal Hazards	Vetoed
KNIGHT		
SB 59	HOV Lanes	Dead
LARA		
SB 400	GGRF: High-Speed Rail GHG Mitigation	Dead
SB 544	AB 32 Scoping Plan Spot Bill	Dead
SB 1328	GGRF: Water Projects	Vetoed
SB 1338	ZEV Sales and Use Tax Exemptions	Dead
SB 1383	Short-Lived Climate Pollutants	Chapter 395
LENO		
SB 215	CPUC Reforms	Chapter 807
SB 1441	Natural Gas Methane Emissions	Dead
LEYVA		
SB 398	Green Assistance Program	Dead
SB 970	GGRF: Organics Grant Program	Chapter 365
SB 1000	General Plans Safety & EJ	Chapter 587
SB 1398	Public Water Systems	N/A

LIU		
SB 64	California Transportation Plan	Chapter 711
MCGUIRE		
SB 523	School Bus Replacement	Dead
SB 951	Patriot Pass Transit Program	N/A
SB 1030	Sonoma Climate Protection Authority	Chapter 151
MENDOZA		
SB 760	GGRF: DAC Enhancement Act	N/A
MONNING		
SB 968	Diablo Canyon Closure Impact	Chapter 674
SB 1363	Ocean Acidification & Hypoxia Reduction	Chapter 846
MOORLACH		
SB 1140	Legislature and Operation of Statutes	Dead
MORRELL		
SB 728	RPS Economic Evaluation	Dead
SB 1206	Natural Gas Pipeline Safety	Dead
NGUYEN		
SB 584	CEQA: Park Resurfacing Exemption	Dead
NIELSEN		
SB 449	Queue Callback for State Agency Phone Lines	Dead
PAN		
SB 480	Taxation of Qualified Heavy Equipment	Dead
SB 573	Statewide Open Data Portal	Dead
PAVLEY		
SB 20	Low Carbon Fuels Council	Dead
SB 39	HOV Lane Stickers	Dead
SB 248	Oil and Gas	Dead
SB 380	Natural Gas Storage Moratorium	Chapter 14
SB 471	GGRF: Water, Energy, and GHG Emissions	Dead
SB 706	GGRF: GHG and Alternative Fuels	Dead
SB 723	Military Facility Energy Efficiency	Dead
SB 886	Energy Storage	Dead
SB 887	Natural Gas Storage Wells	Chapter 673
SB 1294	Community Climate & Drought Resilience Program	Dead
SB 1402	GGRF: Low Carbon Transportation Fuel	Dead
SB 1405	ZEV Transportation Systems	Dead

SB 1425	Water-Energy Nexus Registry	Chapter 596
SB 1430	Motor Vehicle Tail Pipe Emissions	Dead

RUNNER

SB 1228	Small Business Regulatory Fairness Act	Dead
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STONE

SB 240	CEQA: Renewable Energy Exemption	Dead
SB 281	Salary Limitation for Board Members	Dead
SJR 10	Federal Solar Energy Tax Credit	Chapter 182

VIDAK

SB 5	Fuels under Cap-and-Trade	Dead
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WIECKOWSKI

SB 207	GGRF: Expenditure Records	Dead
SB 680	Motor Vehicle Sales Tax Exemption	Chapter 649
SB 1213	GGRF: Anaerobic Digestion of Biosolids	Dead

WOLK

SB 367	GGRF: Healthy Soils	Dead
SB 551	Water and Energy Efficiency	Dead
SB 765	Energy Efficiency Administrator	Dead
SB 1350	GGRF: Healthy Soils	Dead
SB 1386	Natural and Working Lands	Chapter 545
SB 1414	Energy Efficiency	Chapter 678
SJR 18	Drone Use for Agricultural Purposes	Chapter 43

SENATE BUDGET & FISCAL REVIEW COMMITTEE

SB 835	2016 Budget Trailer Bill: State Government	Chapter 344
SB 838	2016 Budget Trailer Bill: Transportation	Chapter 339
SB 839	2016 Budget Trailer Bill: Resources	Chapter 340
SB 840	2016 Budget Trailer Bill: Energy	Chapter 341
SB 859	2016 Budget Trailer Bill: GGRF	Chapter 368

ASSEMBLY BILLS

AB 4 (Linder) Transfer of Vehicle Weight Fees Dead

Would have prohibited the transfer of vehicle weight fee revenues from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds. The bill would also have prohibited loaning of weight fee revenues to the General Fund. The bill would have sunset January 1, 2020. *Died without a hearing in the Assembly Transportation Committee.*

AB 12 (Cooley) State Agency Regulation Review Dead

Would have required, by January 1, 2018, each State agency to review its regulations for duplicative, overlapping, inconsistent, or out-of-date regulations; hold a public hearing on proposed revisions to identified regulations; adopt, amend, or repeal regulations to reconcile identified issues; and report to the Governor and Legislature on compliance with these requirements. The bill also would have required overseeing agencies to notify their boards, departments, and offices of regulations that are duplicative, overlapping, or inconsistent with those adopted by another department, board, or office within the agency. This bill was substantially similar to AB 870 (Cooley). *Held on suspense in the Senate Appropriations Committee.*

AB 14 (Waldron) Drone Task Force Dead

Would have required the owner or operator of a drone that is not a model aircraft to place identifying information on the drone, as specified, by January 1, 2017. The bill would have established a maximum civil fine of \$2,500 for violations of AB 14, and would have authorized the Attorney General, district attorney, county counsel, or city attorney to initiate a proceeding to recover the civil fine in any court of competent jurisdiction. *Failed passage in the Assembly Transportation Committee.*

AB 19 (Chang) GO-Biz Small Business Regulatory Review Dead

Would have required the Governor's Office of Business and Economic Development (GO-Biz), in consultation with the Small Business Advocate, to establish a process for the ongoing review of existing regulations, which must focus on regulations primarily affecting small business and adopted before January 1, 2016 to determine whether the regulations could be less administratively burdensome or costly to the regulated community. The bill would have required GO-Biz to perform such a review, submit its conclusions and recommendations to the adopting regulatory agency, post the information on its website, and report to the Legislature and Governor before January 1, 2021. *Held on suspense in the Assembly Appropriations Committee.*

AB 21 (Perea) AB 32 Scoping Plan N/A

Would have stated the intent of the Legislature that ARB design GHG emissions reduction measures in a manner that cleans the environment in ways that are cost-effective for

California residents. This bill would also have added energy efficiency and electrification of the transportation sector to the topics on which ARB is required to consult with other State agencies when developing the AB 32 Scoping Plan. *The bill was amended to deal with medical marijuana cultivation licenses.*

AB 23 (Patterson) Cap-and-Trade Exemption Dead

Would have exempted entities that did not have a Cap-and-Trade compliance obligation beginning January 1, 2015 from complying with the Cap-and-Trade program until December 31, 2020. *The bill failed passage in the Assembly Natural Resources Committee.*

AB 33 (Quirk) Long-Duration Bulk Energy Storage Chapter 680

Requires the California Public Utilities Commission (CPUC), in coordination with the California Energy Commission (CEC), to evaluate and analyze the potential for all types of long-duration bulk energy storage resources, such as pumped water and battery storage, including an evaluation and analysis of the potential for all types of long-duration bulk energy storage to help integrate renewable generation into the electrical grid.

AB 56 (Quirk) Drone Use by Law Enforcement N/A

Would have established parameters for the use of drones by law enforcement agencies. The bill would have allowed a law enforcement agency to use a drone or obtain information gathered by a public agency via a drone if the law enforcement agency complies with the bill's requirements and all applicable federal, State, and local laws. The bill would have required a law enforcement agency to develop a policy on the use of drones and train its officers and employees on the policy before using a drone. The bill would have required that the policy be presented at a public meeting for comment, and be made publically available when finalized. The bill would have required the policy to include specified elements related to drones, including the appropriate collection, use, and sharing of information, authorized use, training, compliance monitoring, and security procedures. The bill also would have required the policy to prohibit the use of a drone solely for the purpose of monitoring activities protected by the First Amendment to the United States Constitution or other constitutional and statutory rights. This bill was substantially similar to AB 1820. *Amended to be a spot bill related to the budget.*

AB 102 (Rodriguez) Railroad Safety Dead

Would have established the Regional Railroad and Surface Transportation Accident Preparedness and Immediate Response Force, on which ARB would have served, to provide regional and onsite response capabilities in the event of a hazardous materials release from a rail car, or from a truck accident. The bill also would have authorized the Board of Equalization to establish and implement a fee schedule on owners of hazardous material being transported in California. *Died without a hearing in the Assembly Environmental Safety and Toxic Materials Committee.*

AB 140 (Allen, T.) Distributed Generation Dead

This spot bill would have made a technical, non-substantive revision to current law requiring CPUC to study and submit a report to the Legislature and the Governor on the impacts of distributed energy generation on California's distribution and transmission grid. *Held at the Assembly Desk.*

AB 156 (Perea) GGRF: DAC Technical Assistance N/A

Would have required ARB to establish a comprehensive outreach and technical assistance program to assist disadvantaged communities (DACs) and lower-income communities in accessing Greenhouse Gas Reduction Fund (GGRF) monies. The bill also would have required ARB to prepare a specified report on projects that benefit DACs and are funded with GGRF monies. *Amended to deal with ammunition.*

AB 175 (Mathis) Electricity Dead

This was a spot bill related to generating capacity to meet regional and statewide electric demand. *Held at the Assembly Desk.*

AB 197 (Garcia, E.) ARB: GHGs Chapter 250

Requires ARB to provide in the Scoping Plan Update, the projected GHG reductions, air pollutant reductions, and cost-effectiveness of each GHG emissions reduction measure. It also requires ARB to consider the social costs of carbon and prioritize direct emissions reduction measures in adopting rules and regulations that achieve emissions reductions beyond the statewide GHG emissions limit. The bill requires ARB to make available on its website the GHG, criteria pollutant, and toxic air contaminant emissions for each facility that reports to ARB under the Mandatory Reporting Regulation; ARB must update the information annually. The bill creates the Joint Legislative Committee on Climate Change Policies and requires the Chair of ARB to annually appear before the committee to present ARB's annual report on reported emissions of GHGs, criteria pollutants, and toxic air contaminants from all sectors covered by the Scoping Plan. In addition, the bill makes changes to the membership of ARB's board, including limiting the term of voting members to six years, adding two ex officio non-voting members of the Legislature, and terminating membership if a member no longer holds the position that qualified him or her to serve. AB 197 was contingent on enactment of SB 32 (Pavley, Chapter 249, Statutes of 2016).

AB 227 (Alejo) Transportation Funding N/A

Would have discontinued the transfer of vehicle weight fee revenues to service debt related to general obligation transportation bonds and required that all outstanding loans to the General Fund from certain transportation special funds be repaid by December 31, 2018. *Amended to deal with household hazardous waste transport.*

AB 239 (Gallagher) GHG Regulations Dead

Would have prohibited ARB from adopting or amending regulations pursuant to AB 32 and authorized ARB to submit recommendations to the Legislature on how to achieve the AB 32 goals. The bill would have specified it did not affect the validity of regulations adopted before January 1, 2016. *Failed passage in the Assembly Natural Resources Committee.*

AB 263 (Patterson) Hazardous Waste Regulations Dead

Would have required the Department of Toxic Substances Control (DTSC) to update regulations relating to the use of “Test Methods for Evaluating Solid Waste, Physical/Chemical Methods,” United States Environmental Protection Agency Publication SW-846, as specified. *Died without a hearing in the Assembly Environmental Safety and Toxic Materials Committee.*

AB 280 (Brown) Small Claims Court Dead

Would have added actions brought by a city, county, city and county, school district, county office of education, community college district, local district (including a local air district), or any other local public entity to the list of actions under the jurisdiction of the small claims court, as long as the demand did not exceed \$10,000. The bill also would have removed the limit on the number of small claims actions these entities could file. In addition, the bill would have deleted the provision requiring that a case filed by any of the aforementioned local government entities be transferred out of small claims if the defendant informs the court in advance of the hearing that the defendant is represented by a lawyer. *Died without a hearing in the Assembly Judiciary Committee.*

AB 287 (Gordon) Vehicle Safety Recalls Chapter 682

Enacts the Consumer Automotive Recall Safety Act, which prohibits a dealer or car rental company from loaning or renting a vehicle that is subject to a recall until the repair has been made, as specified. This bill authorizes the Department of Motor Vehicles (DMV) to suspend the license of a dealer or other entity that violates these provisions, and requires DMV to provide a notice of the recall along with vehicle registration documents.

AB 309 (Mathis) GGRF: Water Research Grant N/A

Would have required ARB, in collaboration with the Department of Water Resources (DWR), to create and administer a one-year grant to examine ways to increase fresh water yield, improve energy efficiency, and reduce GHG emissions by combining desalination and power generation plants. The bill also would have appropriated \$145,000 in GGRF monies for this purpose, and only California State University and University of California campuses would have been eligible for the grant. *Amended to establish a grant program to support research examining ways to expand California’s water portfolio; the amended version does not use GGRF monies.*

AB 320 (Wood) Licensing of Environmental Engineers Dead

Would have added “environmental engineer” as a branch of engineering formally recognized under the Professional Engineers Act, thereby allowing licensing by the Board for Professional Engineers, Land Surveyors, and Geologists for the use of the title “environmental engineer.” *Held on suspense in the Senate Appropriations Committee.*

AB 334 (Cooley) Motorcycle Rider Profiling Dead

Would have required training for law enforcement officers to prevent the profiling of motorcycle riders, as defined, and required local law enforcement agencies to adopt written policies, as well as audit existing procedures and training materials to prevent the profiling of motorcycle riders. *Held on suspense in the Assembly Appropriations Committee.*

AB 335 (Patterson) Minor Air Quality Violations Dead

Would have reestablished the statutory mandate that ARB and the local air districts adopt a regulation or rule that classifies the types of air quality violations that ARB or the air districts find are minor violations according to specified criteria. The bill also would have provided direction to ARB and the air districts on issuing notices, including when a notice may be issued, how a notice may be presented, and the information it must contain. In addition, the bill would have required ARB to prepare a legislative report on implementation of the bill. *Failed passage in the Assembly Natural Resources Committee.*

AB 338 (Hernández, R.) Los Angeles County Transportation Authority Dead

Would have authorized the Los Angeles County Metropolitan Transportation Authority (LACMTA) to impose an additional countywide transportation transactions and use tax at a rate of 0.5 percent, for a period not to exceed 30 years, subject to various requirements, including the adoption of an expenditure plan and two-thirds voter approval. *Died without a hearing in the Senate Transportation and Housing Committee.*

AB 356 (Williams) Oil and Gas Project Groundwater Monitoring Dead

Would have required the Division of Oil, Gas, and Geothermal Resources (DOGGR) to annually review underground injection or disposal projects and required the operator of one of these projects to submit a groundwater monitoring plan for the project to the State Water Resources Control Board (SWRCB) or appropriate regional water quality control board. The bill also would have authorized DOGGR to require a well operator to implement a leak monitoring program for underground oil production tanks and facilities, and disposal and injection wells. *Died on the Assembly Inactive File.*

AB 385 (Chu) **Stakeholder Group for Newby Island Landfill** **N/A**

Would have required the Bay Area Air Quality Management District to establish a South Bay Odor Stakeholder Group comprised of representatives from the Newby Island Landfill, an anaerobic digestion facility that operates in the City of San Jose, and local, regional, and State government entities, including the local air district, California Coastal Conservancy, and CalEPA, among others. The bill would have required the stakeholder group to hold a public meeting at least once every six months to discuss odor issues relative to the Newby Island Landfill, review an independent odor study, and make recommendations to government agencies represented on the committee. *Amended to deal with eliminating daylight savings time.*

AB 415 (Chávez) **Green Tariff Shared Renewables Program** **Dead**

This was a spot bill that would have made a technical, non-substantive revision to the Green Tariff Shared Renewables Program, which seeks to expand access to renewable energy resources for ratepayers who are unable to access the benefits of onsite generation. *Held at the Assembly Desk.*

AB 419 (Kim) **Regulatory Information on GO-Biz Website** **Dead**

Would have required GO-Biz to create a web-access point on its website to provide information about the State rulemaking process and links to the Office of Administrative Law's website and other relevant information. The bill would have required that information on the GO-Biz website assist a small business in understanding how to effectively find relevant information on pending and current regulations that may affect small businesses generally, as well as specific industry sectors. *Died without a hearing in the Senate Business, Professions and Economic Development Committee.*

AB 435 (Chang) **Webcast of CalEPA Public Meetings** **Dead**

Would have required each board, department, and office within CalEPA to webcast public meetings held at agency headquarters, State government buildings, or facilities where the primary operations of the agency or any of its departments, boards, or offices take place. The bill also would have required provisions for public comment by telephone or electronic means during the webcasts and required the webcasts to be available online for at least three years. The bill contained similar requirements for the Natural Resources Agency. *Held on suspense in the Senate Appropriations Committee.*

AB 450 (McCarty) **GGRF: Energy Efficiency** **N/A**

Would have authorized the use of GGRF monies for the Property Assessed Clean Energy (PACE) Loss Reserve Program, which compensates first mortgage lenders for any direct losses incurred because of a PACE lien on a property during a foreclosure or a forced sale for unpaid taxes or special assessments. *Amended to deal with firearms licensing.*

AB 457 (Melendez) HOT Lane Reports Dead

Would have required the California transportation Commission (CTC), in cooperation with the Legislative Analyst, to prepare a report on the development and operation of high-occupancy toll (HOT) lanes every two years, instead of annually. *Died without a hearing in the Assembly Transportation Committee.*

AB 531 (O'Donnell) Southern California Port Congestion Authority Dead

Would have established the Southern California Port Congestion Authority to be governed by a board comprising seven members appointed by the Secretary of Transportation. The bill would have authorized the planning, development, and implementation of measures and projects necessary to alleviate congestion in the Port of Los Angeles and the Port of Long Beach, as specified; it also would have required each marine terminal operator at the Port of Los Angeles and the Port of Long Beach to report to the Authority specified information about traffic at the ports, and to hold quarterly public hearings to discuss the results of these reports. *Died without hearing in the Senate Transportation and Housing Committee.*

AB 543 (Quirk) Proposition 65 Exposure Dead

Would have provided that businesses may complete an exposure assessment to determine if a Proposition 65 warning, which informs people that they may be exposed to a chemical known to the State to cause cancer or reproductive toxicity, is required. *Passed the Assembly Committee on Environmental Safety and Toxic Materials but was retained in the Committee for reassignment by the Assembly Rules Committee to the proper committee for study.*

AB 550 (Waldron) Smog Check Abatement Fee Dead

Would have allowed the owner of a vehicle at least 30 years old that fails a required Smog Check test and fails a subsequent test after necessary repairs are made, to pay a smog abatement fee of \$200 in lieu of repairing the vehicle to proper operating condition. The abatement fee, paid to DMV at the time of vehicle registration, would have been deposited in the Air Quality Improvement Fund. The provisions would not have applied to diesel-powered motor vehicles or motorcycles. *Died without a hearing in the Assembly Transportation Committee.*

AB 576 (Ting) California Building Standards Advisory Panels N/A

Would have authorized the California Building Standards Commission to appoint individuals from the energy and resource efficiency professions to its building standards advisory panels. *Amended to deal with the sale and use of Department of Transportation excess land.*

AB 577 (Bonilla) GGRF: Biomethane Grant Program Dead

Would have required CEC to develop and implement a grant program to fund projects that reduce GHG emissions, including projects that produce biomethane, upgrade or expand existing production facilities, or develop collection and purification technology or infrastructure. In granting an award, CEC would have been required to consider both the best and highest use of local biomethane projects and the location of biomethane sources, as well as the proximity of those sources to natural gas pipeline injection sites. Grants could have been funded with GGRF monies appropriated by the Legislature. *Held in the Senate Rules Committee.*

AB 590 (Dahle) GGRF: Biomass Facilities Dead

Would have authorized CEC to use GGRF monies to maintain the current level of biomass power generation and geothermal energy generation in California and revitalize currently idle facilities in strategically located regions. *Held on suspense in the Senate Appropriations Committee.*

AB 620 (Hernández, R.) HOT Lane Exemptions Chapter 738

Requires LACMTA to take additional steps to increase enrollment and participation in the low-income assistance program, as specified, and requires LACMTA and the California Department of Transportation (Caltrans) to report to the Legislature by December 31, 2018, on efforts to improve low-income use of HOT lanes, additional incentives to encourage low-income participation, and the performance of HOT lanes in improving congestion and offsetting the impact to low-income commuters.

AB 642 (Dahle) ARB Jurisdiction Dead

This was a spot bill related to ARB's jurisdiction. *Held at the Assembly Desk.*

AB 645 (Williams) 50 Percent RPS by 2030 Dead

Would have added a 50 percent renewable energy obligation under the Renewables Portfolio Standard (RPS) by the end of 2030 and established additional benchmarks for compliance through December 31, 2030. *Held on suspense in the Senate Appropriations Committee.*

AB 649 (Patterson) Law Enforcement Drug Takeback Program Dead

Would have required the Department of Public Health (DPH) to evaluate any alternative medical waste treatment device designed solely to treat pharmaceutical waste, including a pharmaceutical incinerator, by June 1, 2017. In addition, the bill would have required DPH to consult with SWRCB, DTSC, ARB, and local air districts to ensure compliance with all other applicable environmental quality laws prior to approving an alternative medical waste treatment. The bill also would have allowed a law enforcement agency with a prescription drug takeback program to operate a pharmaceutical incinerator that has

been approved by DPH and that complies with applicable federal, State, and local requirements up to four times a year. *Held on suspense in the Senate Appropriations Committee.*

AB 655 (Quirk) Inedible Kitchen Grease Fees Chapter 286

Increases the maximum amount of several fees related to inedible kitchen grease collection, rendering, and transport, to support enforcement of the California Department of Food and Agriculture (CDFA) Inedible Kitchen Grease Program.

AB 674 (Mullin) Distributed Electricity Generation Dead

Would have exempted customers served by clean distributed energy sources from nonbypassable charges imposed on investor-owned utility customers that fund public purpose programs, energy crisis contracts, and nuclear decommissioning costs. Would also have required CEC to report on the impacts of the requirements, including the impacts on air quality, to the Legislature and relevant legislative policy committees by July 1, 2021. *Held on suspense in the Assembly Appropriations Committee.*

AB 678 (O'Donnell) GGRF: Energy Efficiency at Ports Program Dead

Would have established the Energy Efficiency and Greenhouse Gas Reductions Ports Program and designated ARB to develop and implement the program in conjunction with CEC to fund energy efficiency upgrades and investments at public ports to help reduce criteria pollutant, toxic air contaminant, and GHG emissions. To receive funding for energy-related projects, a port would have been required to develop an energy plan in consultation with the electric utility providing service to the port; CEC would have been responsible for reviewing and approving the plan. GGRF monies appropriated by the Legislature may have been used to fund the Program. This bill was substantially similar to AB 1657 (O'Donnell). *Held on suspense in the Senate Appropriations Committee.*

AB 708 (Jones-Sawyer) Disclosure of Cleaning Product Ingredients Dead

Would have required the manufacturer of cleaning products manufactured for retail sale in California after January 1, 2017 to disclose the list of ingredients in a product on the manufacturer's website, as well as the purpose for each ingredient. *Failed passage on the Assembly Floor.*

AB 720 (Cooley) Cap-and-Trade Accounts Dead

Would have allowed any participating entity in a market-based compliance mechanism adopted by ARB to freely sell or transfer GHG emissions allowances in a holding account or a compliance account, including allowances held jointly by a group of entities with a direct corporate association. The bill also would have required ARB to set a price cap on any allowances ARB offers for purchase and exempted regulations adopted to make these

changes from the Administrative Procedures Act and the California Environmental Quality Act (CEQA). *Died without a hearing in the Assembly Natural Resources Committee.*

AB 742 (Gallagher) Diesel Particulate Filter Safety Dead

Would have required ARB to suspend enforcement of the Truck and Bus Regulation until ARB completed a review of the safety of particulate matter filters required by regulation on vehicles subject to the regulation, as defined. ARB must notify the Secretary of State of both the suspension and resumption of enforcement of the regulation. *Died without a hearing in the Assembly Transportation Committee.*

AB 756 (Chang) Penalty Waiver for Small Businesses N/A

Would have authorized certain unspecified State agencies to waive penalties assessed against small businesses within a small business's first 120 days of operation, if the violation did not create a threat to health or safety, did not violate any provision of the Labor Code, and was not intentional. *Amended to apply only to the Board of Equalization, the Franchise Tax Board, and the Employment Development Department.*

AB 761 (Levine) GGRF: Carbon Farming Dead

Would have required, upon an appropriation by the Legislature, CDFA to establish a grant program to fund voluntary projects that increase carbon sequestration and reduce GHG emissions. An eligible project must be located on working lands and assist the State in meeting its GHG emissions reduction goals. The bill also would have required CDFA, in consultation with the Department of Conservation, the California Department of Resources Recycling and Recovery (CalRecycle), ARB, and DWR, to develop and adopt project solicitation and evaluation guidelines to implement the program. *Held on suspense in the Senate Appropriations Committee.*

AB 777 (Harper) Repeal of AB 32 Dead

Would have repealed AB 32. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 828 (Low) Vehicle Transportation Services Dead

Would have excluded a motor vehicle operated in connection with a Transportation Network Company from the definition of commercial vehicle under specific conditions. The bill also would have required CPUC to investigate whether existing statutes and regulations relating to transportation services serve the public interest, encourage innovation, and create a fair and competitive market between regulated transportation service companies, and to report its conclusions and recommendations to the Legislature by January 1, 2017. *Held on suspense in the Assembly Appropriations Committee.*

AB 857 (Perea) GGRF: Heavy-Duty Truck Funding N/A

Would have required that between January 2, 2018 and January 1, 2023, at least 50 percent or \$100,000,000 (whichever is greater) of GGRF monies allocated to trucks through the Clean Truck Bus and Off-Road Vehicle and Equipment Technology Program be used to support the commercial deployment of existing zero and near-zero emission Class 7 and 8 truck technologies that meet a low oxides of nitrogen emission standard. Trucks with an internal combustion engine would have been subject to a renewable fuel requirement. This bill was substantially similar to AB 2415 (E. Garcia). *Amended to require identifying information on firearms.*

AB 866 (Garcia, E.) GO-Biz Small Business Assistance N/A

Would have allowed GO-Biz to support small businesses by providing them with information about technical assistance. The bill would have expanded the duties of the Small Business Advocate to include sharing the contact information for small business organizations with rulemaking agencies, which may then include the small businesses when distributing information related to rulemakings. The bill would have required that each agency that collaborates with a federal agency in developing a compliance guide to assist small businesses and nonprofit organizations in complying with regulations notify the Small Business Advocate within 45 days after the guide becomes publically available. *Amended to deal with advertising of alcoholic beverages.*

AB 870 (Cooley) State Agency Regulation Review Dead

Would have required each State agency to review its regulations by January 1, 2019 for duplicative, overlapping, inconsistent, or out-of-date regulations; hold a public hearing on proposed revisions to identified regulations; adopt, amend, or repeal regulations to reconcile identified issues; and report to the Governor and Legislature on compliance with these requirements. The bill also would have required overseeing agencies to notify their boards, departments, and offices of regulations that are duplicative, overlapping, or inconsistent with those adopted by another department, board, or office within the agency. The bill would have sunset on January 1, 2020. This bill was substantially similar to AB 12 (Cooley). *Held in the Senate Rules Committee.*

AB 873 (Jones) Automotive Repair Chapter 849

Would have required the Bureau of Automotive Repair (BAR) to adopt regulations prior to January 1, 2018 defining “minor services” as used in the definition of automotive repair. Services that require mechanical expertise, are prone to fraud or deceptive practices, or involve a part of the vehicle essential to safe operation may not be designated as “minor.”

AB 877 (Chu) Transportation Funding Dead

Would have expanded CTC membership from 13 to 15 members and stated the intent of the Legislature to enact legislation to find a funding stream, such as a tax on less efficient

vehicles, to supplement the fuel excise tax for transportation infrastructure projects in California. *Died without a hearing in the Assembly Transportation Committee.*

AB 891 (Campos) School Transportation Dead

Would have required a local educational agency liaison to implement a plan to provide free transportation in a timely manner for pupils entitled to free or reduced-price meals and meeting other specified conditions. The bill would have required the plan to be developed in consultation with specified stakeholders, including ARB. *Held on suspense in the Assembly Appropriations Committee.*

AB 904 (Perea) Clean Reused Vehicle Rebate Project Dead

Would have required ARB to create the Clean Reused Vehicle Rebate Project as part of the Air Quality Improvement Program. The Clean Reused Vehicle Rebate Project would have needed to satisfy specified parameters and would have been limited to low- and moderate-income consumers residing in DACs. *Held in the Senate Rules Committee.*

AB 942 (Calderon) California Solar Initiative Dead

This spot bill would have made a technical, non-substantive revision to the California Solar Initiative. *Held at the Assembly Desk.*

AB 945 (Ting) Clean Vehicles Sales and Use Tax Exemption Dead

Would have provided an exemption to the State sales tax for specified qualified vehicles, from January 1, 2016 until January 1, 2021. The exemption would not have applied to local sales and use taxes or transactions and use taxes. *Held on suspense in the Assembly Appropriations Committee.*

AB 946 (Ting) EV Charging Infrastructure Dead

Would have clarified that under the Alternative and Renewable Fuel and Vehicle Technology Program, alternative and renewable fueling infrastructure includes electric vehicle (EV) charging infrastructure in DACs. *Died without a hearing in the Assembly Appropriations Committee.*

AB 966 (Baker) California Solar Initiative Dead

Would have required a ratepayer to submit to CEC a copy of the building permit required to install a solar energy system under the California Solar Initiative or verify that no permit was required. *Died without a hearing in the Assembly Utilities and Commerce Committee.*

AB 995 (Bigelow) Farm Vehicle Registration Exemption Vetoed

Would have established a pilot program in Fresno, Kings, and Madera counties to exempt vehicles designed and used exclusively for carrying agricultural or farming products from

vehicle registration and fee requirements, as long as the exempted vehicles travel no more than 20 air miles on a highway as specified, and meet other specified requirements. DMV and the California Highway Patrol would have been required to report to the Legislature by July 1, 2018 on the status and effectiveness of the pilot program, which would have sunset on January 1, 2020.

AB 997 (Allen, T.) Plastic Conversion to Fuels Dead

Would have added using solid waste for power generation in dedicated anaerobic digesters as well as in modern landfills capturing methane gas to the list of actions that can be taken to achieve the State’s 75 percent waste diversion goal by 2020. The bill would have required CalRecycle to investigate emerging technologies for the reuse of plastics, adopt regulations and protocols by 2017 that encourage further development of waste-to-energy and waste-to-fuel projects, and submit an annual report to the Legislature on possible incentives for new recycling centers that practice state-of-the-art, cost-effective material separation and recovery techniques and cost-effective conversion of plastics to fuels. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1005 (Gordon) EV Charging Infrastructure N/A

Would have required CEC to authorize electrical corporations to rate-base “make-ready” infrastructure to facilitate the growth of EV charging equipment, with specific requirements concerning the equipment. CEC would have been required to ensure that utilities do not unfairly compete with nonutility enterprises and do not constrain customer choices for EV service equipment. *Amended to deal with the California Beverage Container Recycling and Litter Reduction Act.*

AB 1013 (Quirk) Home Energy Rating Dead

Would have required CEC to approve and make available at least six months prior to the effective date of adopted or updated building energy standards to update the public domain computer program to reflect the new building standards on energy efficiency in order to get an accurate estimate of the energy savings impact of the new standards. *Held on suspense in the Senate Appropriations Committee.*

AB 1022 (Oberholte) Solar Water Heating Efficiency Dead

Would have repealed the substantive requirements of the Solar Water Heating and Efficiency Act of 2007 and prohibited any additional monies from being collected from ratepayers to fund the Solar Water Heating and Efficiency Act of 2007 after December 31, 2015. *Died without a hearing in the Assembly Utilities and Commerce Committee.*

AB 1030 (Ridley-Thomas) GGRF: Hiring Dead

Would have required agencies that administer projects funded by the GGRF that involve hiring to prioritize projects that support the targeted training and hiring of workers from DACs for career-track jobs. *Held on suspense in the Senate Appropriations Committee.*

AB 1033 (Garcia, E.) Alternative Small Business Definition Chapter 346

Authorizes, but does not require, a State agency to use a consolidated definition of “small business” when conducting the economic impact assessment for a proposed regulation with an economic impact on California businesses of \$50 million or less. The consolidated definition of small business set forth in the bill is a business that is independently owned and operated, not dominant in its field of operation, and has less than 100 employees. Use of the consolidated small business definition must be identified in the rulemaking package. *Amended from a previous version that was also of interest to ARB – refer to AB 1033 entry below.*

AB 1033 (Garcia, E.) Infrastructure Financing N/A

Would have established the California Infrastructure Development Center within the California Infrastructure and Economic Development Bank to oversee and review applications from business entities, including international governmental entities, that apply to be part of a pre-certified group of private investors qualified to do business with the State. The bill also would have redefined “economic development facilities” to include goods movement-related infrastructure such as port facilities, roads, rail, and other facilities and projects that move goods, energy, and information. *Amended to deal with the definition of small business, and the amended bill was also of interest to ARB – refer to AB 1033 entry above.*

AB 1062 (Bonta) EJ Small Grant Program Dead

Would have made several changes to the Environmental Justice (EJ) Small Grant Program, including requiring the Secretary for Environmental Protection to expend not less than \$5 million annually on the program, upon appropriation by the Legislature, requiring each board, department, and office within CalEPA to contribute the required funds, and allowing physical projects to be funded. *Died without a hearing in the Senate Environmental Quality Committee.*

AB 1068 (Allen, T.) CEQA: Streamlining of Priority Projects Dead

Would have authorized each member of the Legislature to nominate one project subject to CEQA within his or her respective district each year, and would have authorized the Governor to designate that project, if it met certain requirements, as a priority project that would receive streamlined CEQA benefits. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1074 (Garcia, C.) Alternative Fuels Infrastructure Dead

Would have defined “alternative fuels” broadly to include a number of biofuels and fossil or non-fossil natural gas, electricity (batteries and fuel cells), hydrogen, vegetable oil, propane, and other biomass sources. The bill would have directed CEC to assess and develop an integrated strategy to maximize the benefits and scope of an alternative

refueling infrastructure, and to develop an infrastructure plan as specified, based on consolidated existing reports and information, where applicable. *Held on suspense in the Assembly Appropriations Committee.*

AB 1087 (Grove) GGRF: High-Speed Rail Dead

Would have provided that the GGRF appropriations to the High-Speed Rail Authority are to be expended on specified components of the initial operating segment and Phase I blended system, as described in Chapter 20, commencing with Section 2704, of Division 3 of the Streets and Highways Code, which specifies the location of the High-Speed Rail project. *Failed passage in the Assembly Transportation Committee.*

AB 1094 (Williams) Plug-In Equipment Energy Use Dead

Would have required CEC, in collaboration with CPUC, to conduct an analysis of the energy consumption of plug-in equipment (e.g., household appliances and portable heating, ventilation, and air conditioning systems) and set statewide, long-term energy efficiency targets to reduce the amount of electricity consumed by plug-in equipment. The bill also would have required CEC, in collaboration with CPUC, to develop, track the progress of, revise, and update an implementation plan to achieve those targets. *Held on suspense in the Assembly Appropriations Committee.*

AB 1098 (Bloom) Congestion Management Dead

Would have deleted the traffic level of service standards as an element of a congestion management program and related requirements. Additionally, the bill would have required the regional agency to evaluate how the congestion management program contributed to achieving specified GHG reduction targets established by ARB for the region, among other provisions. *Died without a hearing in the Assembly Transportation Committee.*

AB 1103 (Dodd) Organic Waste Transport Chapter 443

Requires CalRecycle to develop regulations defining a “self-hauler” that include, at a minimum, a person or entity that generates and transports, using its own employees and equipment, more than one cubic yard of its own food waste per week to a location or facility that is not owned and operated by that person or entity. The bill also adds “self-hauler” to the list of businesses in the recycling or compost sector that must periodically submit information to CalRecycle on the types, quantities, and destinations of materials disposed of, sold, or transferred.

AB 1108 (Burke) Zero Emission Vehicles Dead

Would have required ARB to adopt a regulation by December 31, 2017 establishing that by 2025, no less than 15 percent of new car sales in California would be zero emission vehicles. *Died in the Senate Rules Committee.*

AB 1110 (Ting) Electricity Suppliers GHG Reporting Chapter 656

Requires entities that sell electricity to end-use consumers to report the GHG emissions intensity associated with the electricity sold. The GHG emissions disclosure will be in addition to existing annual disclosures regarding the fuel sources used to generate electricity.

AB 1132 (Ting) Distributed Generation Workforce Training Dead

Would have required CPUC to submit an annual report to the Legislature and the Governor on distributed generation, including an evaluation of and opportunities for the use of green workforce training programs related to the deployment of distributed generation, disaggregated by technology and region within California. *Held on suspense in the Assembly Appropriations Committee.*

AB 1138 (Patterson) GGRF: High-Speed Rail Dead

Would have prohibited the High-Speed Rail Authority from adopting a resolution of necessity to commence an eminent domain proceeding to acquire a parcel of real property along a corridor, or usable segment thereof, for the high-speed train system unless the resolution identifies the sources and timing of all funds to be invested, and certifies that the Authority has completed all necessary project-level environmental clearances necessary to proceed to construction. *Failed passage in the Assembly Transportation Committee.*

AB 1144 (Rendon) RPS Wastewater Treatment Dead

Would have provided that renewable energy credits for electricity generated by an entity other than an electrical corporation and used by a wastewater treatment facility that is owned by a public entity and first put into service on or after January 1, 2016 may be used to meet the first category of the RPS portfolio content requirements. *Died without a hearing in the Senate Appropriations Committee.*

AB 1158 (Campos) CEQA: Environmental Leadership Act Dead

Would have specified that the prevailing wage condition in the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, also referred to as AB 900, is subject to enforcement by the Division of Labor Standards Enforcement and would also have made a project applicant who fails to pay prevailing wages subject to associated penalties. *Died without a hearing in the Assembly Labor and Employment Committee.*

AB 1159 (Gordon) Waste Tire Recycling N/A

Would have required CalRecycle, as part of its waste tire recycling program, to establish an incentive program designed to achieve a 75 percent recycling rate for waste tires in California by January 1, 2018. *Amended to deal with product stewardship.*

AB 1169 (Gomez) Strategic Growth Council Project Signage N/A

Would have required recipients of State funding from the Strategic Growth Council (SGC) or its member State agencies to post signs acknowledging the source of funds for projects located in public spaces, pursuant to model guidelines adopted by SGC. *Amended to make changes to the California Americans with Disabilities Act Small Business Capital Access Loan Program and the California Seismic Safety Capital Access Loan Program.*

AB 1174 (Bonilla) Automotive Repair Act Violations Vetoed

Would have required BAR to adopt regulations regarding its policies and procedures for handling specified enforcement actions, track and retain data on every method of resolution, and submit a report that details BAR's resolution efforts to the Legislature by January 1, 2018 and annually thereafter, as specified.

AB 1176 (Perea) Low Carbon Diesel Fuels Access Program N/A

Would have created the Advanced Low Carbon Diesel Fuels Access Program, to be administered by CEC in consultation with ARB, to provide capital assistance for projects that expand advanced low carbon diesel fueling infrastructure in communities that are disproportionately impacted by environmental hazards and where the greatest air quality impacts can be identified. The bill would have allowed CEC to extend a project funded by the AB 118 program by two years if funding for the project is reprioritized to apply toward a project in a DAC. *Amended to deal with firearm thefts.*

AB 1179 (Rendon) GGRF: DAC Report Dead

Would have required ARB to prepare and post on its website, a specified report on projects that benefit DACs and are funded by GGRF monies. *Held on suspense in the Assembly Appropriations Committee.*

AB 1192 (Quirk) Very Low Carbon Fuel Market Commitment N/A

Would have authorized ARB to establish a very low carbon fuel market commitment program requiring wholesalers, producers, importers, or any other entity that provides transportation fuel to a retailer or sells transportation fuel to a consumer, to include as part of their statewide transportation fuel sales, percentages of very low carbon transportation fuel, as defined, as determined by ARB. These provisions would have become inoperative five years after ARB notified the Secretary of State that very low carbon fuel sales had reached two percent of all California transportation fuel sales. *Amended to deal with mobile phone personal data privacy policies.*

AB 1205 (Gomez) GGRF: CalRIVER N/A

Would have required the California Natural Resources Agency to establish the CalRIVER grant program, funded in part by GGRF monies, for projects located on or adjacent to

riparian corridors that reduce GHG emissions and result in specific river revitalization and ecosystem restoration co-benefits. *Amended to deal with permitting hazardous waste facilities.*

AB 1215 (Ting) California Open Data Portal and Standard Dead

Would have created the California Open Data Act and the position of Chief Data Officer to enhance public access to government data. The bill would have required the Chief Data Officer, appointed by the Governor, to create an inventory of all available public data in the State and establish an internet open data portal and a California Open Data Standard, as specified, as well as a Data Working Group. The bill would have required State agencies to place public data on the open data portal and submit to the Chief Data Officer, a strategic plan, as specified, and a strategic enterprise application plan to publish public data on the open data portal. *Held on suspense in the Assembly Appropriations Committee.*

AB 1239 (Gordon) California Tire Regulatory Fee Dead

Would have required, until January 1, 2024, a waste tire generator that sells new tires to pay a California tire regulatory fee and to remit that fee to the State on a quarterly schedule for deposit in the California Tire Recycling Management Fund. The bill would have required CalRecycle to track revenue from the California tire regulatory fee separately and would have required those funds to be expended for specified purposes. *Failed passage on the Assembly Floor.*

AB 1260 (Thurmond) Joint Exercise of Powers Act Dead

Would have allowed the University of California to enter into a joint powers agreement with the City of Richmond for the purpose of financing infrastructure and other improvements within the area of the South Shoreline Specific Plan and the Berkeley Global Campus at Richmond Bay. If such an authority were formed, the bill would have deemed the area of the South Shoreline Specific Plan and the Berkeley Global Campus as a DAC for purposes of the three-year Investment Plan. *Died without a hearing in the Senate Education Committee.*

AB 1265 (Perea) Transportation Project Lease Agreements Dead

Would have limited the provisions authorizing public-private partnership (P3) lease agreements for transportation projects to January 1, 2030. The bill also would have included the Santa Clara Valley Transportation Authority within the definition of a “regional transportation agency.” *Held on suspense in the Assembly Appropriations Committee.*

AB 1281 (Wilk) Legislative Vote on Regulations Dead

Would have provided that the adoption of a regulation requires a majority vote of the Assembly and Senate when 25 percent of the members of the Assembly or Senate transmit

to the Governor their written declaration of opposition to a proposed regulation. *Died without a hearing in the Assembly Accountability and Administrative Review Committee.*

AB 1324 (Williams) AB 32 Post-2020 Authority Dead

Would have altered the findings in AB 32 to remove the 2020 limit on GHG emissions and replaces it with limits for 2020 and beyond. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1330 (Bloom) Demand Response/Energy Efficiency N/A

Would have required CPUC, by June 30, 2018, in a public process and in consultation with CEC, electrical corporations, local publicly owned electric utilities, and community choice aggregators, to establish an annual goal for demand response, with a timetable for electrical corporations to achieve that goal. The goal should advance the integration of renewable energy resources, GHG reductions, and grid reliability. *Amended to require CPUC to ensure there are sufficient monies available to electrical and gas corporations to meet their efficiency targets, as established by CPUC.*

AB 1332 (Quirk) Cap-and-Trade Offsets Dead

Would have required ARB, as part of the Cap-and-Trade program, to create an offset protocol for renewable energy projects that are able to ramp up or down during peak energy demands. *Held in the Assembly Natural Resources Committee.*

AB 1333 (Quirk) Energy Efficiency Programs Dead

Would have required electric and gas corporations and local publicly owned electric and gas utilities to require recipients of rebates or incentives from their residential or commercial energy efficiency or weatherization programs to install demand response infrastructure on the property for which the rebates or incentives were provided. *Held in the Assembly Rules Committee.*

AB 1334 (Quirk) Utility Research and Development Programs Dead

Would have required that findings supporting a CPUC decision to approve the inclusion of expenses incurred by utilities for research and development programs in electricity rates be informed by independent expert review. *Held in the Assembly Utilities and Commerce Committee.*

AB 1336 (Salas) GGRF: DAC Requirement Dead

Would have established and required SGC, in coordination with ARB, to administer the Community Climate Improvement Program to provide grants for the development and implementation of regional projects that reduce or sequester GHG emissions, among other provisions. *Held on suspense in the Assembly Appropriations Committee.*

AB 1345 (Dahle) GGRF: GHG Emissions from Wildfire Dead

Would have continuously appropriated \$100 million from the GGRF to the California Department of Forestry and Fire Protection (CalFire) for the purpose of reducing GHG emissions from wildfires, would have required ARB to develop a baseline wildfire GHG emissions inventory, and would have required ARB and CalFire to approximate the GHG emissions associated with wildfires during the prior calendar year. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1346 (Gray) State Emergency Plan Update Dead

Would have required the Office of Emergency Services to update the State Emergency Plan by January 1, 2018 and every five years thereafter. Would have required the State Emergency Plan to be consistent with the Safeguarding California Plan, the California Climate Adaptation Planning Guide, and to the extent applicable, CEC's cal-adapt.org website. *Died on the Assembly Inactive File.*

AB 1367 (Williams) GHG Monitoring Dead

This was a spot bill related to ARB's regulations to monitor and require reporting of GHG emissions. *Held at the Assembly Desk.*

AB 1377 (Thurmond) Green Material as Landfill Alternative Cover Dead

This was a spot bill related to green material as alternative daily cover in landfills. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1393 (Burke) California Pollution Control Financing Authority Dead

Would have clarified the authority of the California Pollution Control Financing Authority to accept funding from alternative sources, such as other governmental entities, for the California Capital Access Program, to utilize different financing structures and alternative financing programs, to extend programs to additional government and private entities and individuals, and to leverage the California Capital Access Program's statutory authority and financing experience to help further the policies of the funding source. The bill also would have required the California Pollution Control Financing Authority to submit a report to the Legislature on the alternative financing programs. *Held on suspense in the Senate Appropriations Committee.*

AB 1398 (Wilk) CEQA: Sustainable Environmental Protection Act Dead

Would have enacted the Sustainable Environmental Protection Act and specified the required environmental review pursuant to CEQA for projects related to certain environmental topic areas. The bill also would have prevented a CEQA lawsuit alleging CEQA deficiencies in any resource area for which the lead agency identifies other listed stand-alone environmental laws to which the project would be subject. In addition, the bill would have prevented a CEQA lawsuit alleging CEQA deficiencies in the

environmental analysis for any project that conformed to a land use plan or was included in any one of a range of planning-level documents. *Failed passage in the Assembly Natural Resources Committee.*

AB 1442 (O'Donnell) Gasohol Dead

Would have extended the current 50 percent use fuel tax discount for ethanol or methanol blends containing not more than 15 percent gasoline to blends containing not more than 21 percent gasoline. The bill also would have extended the tax discount to “blended ethanol fuel” and defined it as a blend of ethanol and gasoline containing not more than 21 percent gasoline or not more than a percentage specified by the Board of Equalization that is consistent with the ARB E-85 fuel specification. In addition, the bill would have amended the definition of gasohol to mean all blends of gasoline and alcohol containing more than 21 percent gasoline or a percentage adopted by the Board of Equalization. *Held on suspense in the Assembly Revenue and Taxation Committee.*

AB 1473 (Salas) CEQA: Environmental Leadership Act Dead

Would have extended, from January 1 2017 to January 1 2020, The Jobs and Economic Improvement Through Environmental Leadership Act of 2011, which allows expedited CEQA judicial review for certain sustainable development projects and requires ARB to determine if the project increases GHG emissions. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1479 (Patterson) Utility Fixed Residential Electricity Charge Dead

This spot bill would have made a technical, non-substantive revision to current law allowing utilities to utilize a monthly fixed electricity charge for residential customers. *Held at the Assembly Desk.*

AB 1480 (Patterson) Water and Energy Efficiency Dead

This spot bill would have made a technical, non-substantive revision to current appliance energy and water efficiency law. *Held at the Assembly Desk.*

AB 1490 (Rendon) Well Stimulation and Seismic Activities Dead

Would have prohibited a well operator from conducting a well stimulation treatment at a well located within 10 miles of the epicenter of a 2.5 magnitude or higher earthquake until DOGGR completed an evaluation and was satisfied the treatment would not create a heightened risk of seismic activity. The bill also would have prohibited wastewater disposal wells and well stimulation treatments within 10 miles of a recently active fault. *Died in the Assembly Appropriations Committee.*

AB 1498 (Thurmond) Renewable Energy Fish and Wildlife Division Dead

This spot bill would have made a technical, non-substantive revision to law requiring the Department of Fish and Wildlife to establish an internal division to perform comprehensive planning and environmental compliance services with priority given to building eligible renewable energy resources projects. *Held at the Assembly Desk.*

AB 1501 (Rendon) Well Stimulation Emissions and Monitoring Dead

Would have required local air districts to establish an emission standard for methane from well stimulation treatments and oil and gas production facilities. The bill also would have required local air districts to issue permits to an owner or operator to enforce the standard, including a requirement for the owner or operator to monitor for methane leaks. Finally, the bill would have required ARB or a local air district, as appropriate, to install monitoring stations and monitor for a prescribed list of chemicals near any site approved for well stimulation treatment. *Died without a hearing in the Assembly Appropriations Committee.*

AB 1530 (Levine) Clean Distributed Generation Dead

Would have required CPUC, in consultation with CEC and ARB, to promote the deployment of clean distributed energy resources. The bill also would have exempted customers served by clean distributed energy sources from nonbypassable charges imposed on investor-owned utility customers that fund public purpose programs, energy crisis contracts, and nuclear decommissioning costs. This bill was similar to AB 1612 (ASM Budget) and AB 1637 (Low). *Died without a hearing in the Senate Environmental Quality Committee.*

AB 1533 (ASM JED&E) Infrastructure Financing Chapter 383

Transfers fiscal responsibility for the Economic Adjustment Assistance Grant funded through the United States Economic Development Administration from Go-Biz to the Valley Economic Development Corporation, pursuant to the terms and conditions previously agreed to by those parties. In addition, the bill expands on related definitions, including those related to goods movement.

AB 1550 (Gomez) GGRF: DAC and Low-Income Targets Chapter 369

Increases the minimum amount of GGRF monies allocated to projects located within the boundaries of DACs from 10 percent to 25 percent, requires that an additional 5 percent of monies be allocated to projects that benefit either low-income households or low-income communities that are outside of but within a ½ mile of a DAC, and another 5 percent to projects that benefit low-income households or low-income communities anywhere else in the State.

AB 1555 (Gomez) GGRF Funding Dead

Would have appropriated \$800 million of GGRF monies to a number of State agencies including ARB, CalFire, California Coastal Conservancy, California Conservation Corps, CDFA, CEC, Department of Community Services and Development, Department of Fish and Wildlife, DWR, and Natural Resources Agency. The bill also expressed the intent of the Legislature to set aside and reserve \$150 million to fund future legislative priorities. *Died without a hearing in the Assembly Budget Committee.*

AB 1566 (Wilk) Reports Attestation Dead

Would have required a report prepared by a State agency and submitted to the Legislature or a State executive body to include a signed statement by the head of the agency declaring that the factual contents of the written report are true, accurate, and complete to the best of his or her knowledge. The bill would have held that any person who declares as true any material matter regarding the report that he or she knows to be false shall be liable for a civil penalty not to exceed \$20,000. *Failed passage in the Assembly Accountability and Administrative Review Committee.*

AB 1569 (Steinorth) CEQA: Transportation Infrastructure Exemption Dead

Would have exempted from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary motor vehicle lane or bikeway to, existing transportation infrastructure and that meets certain requirements. *Failed passage in the Assembly Natural Resources Committee.*

AB 1572 (Campos) School Transportation N/A

Would have required a school district not currently providing transportation to all pupils attending schools that receive Title 1 federal funding to implement a plan to provide free transportation, under specified conditions. The bill would have required the plan to be developed in consultation with specified stakeholders, including ARB. *Amended to remove ARB's role in plan development.*

AB 1591 (Frazier) Transportation Funding Dead

Would have created several new funding sources and directed them to the Road Maintenance and Rehabilitation Program to address deferred maintenance on State highways and local streets and roads. Notably, the bill would have imposed a \$165 registration and renewal fee on zero emission vehicles (ZEVs). The bill also would have transferred 20 percent of annual GGRF monies to the Trade Corridors Improvement Fund (TCIF) and required projects funded pursuant to this provision to be consistent with the DAC requirements of SB 535 (De León). *Died without a hearing in the Assembly Transportation Committee.*

AB 1592 (Bonilla) Autonomous Vehicles Pilot Project Chapter 814

Authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles, as defined, on the condition that the vehicle operates at less than 35 miles per hour, along with other specified conditions.

AB 1611 (ASM Budget) 2016 Budget Trailer Bill: Public Resources Dead

Would have implemented the natural resources related provisions of the 2016 Budget Act. The bill would have required a representative from each of the CalEPA boards, departments, and offices, including ARB, to actively participate in CalEPA's cross-media enforcement unit, with a focus on prioritizing and coordinating enforcement and compliance activities in DACs. The bill also would have provided a mechanism for ARB to receive monies on behalf of the State from private entities to facilitate the processing of applications, resolutions, and executive orders approving aftermarket motor vehicle parts. Finally, the bill would have dealt with tracking natural gas and among other things, required ARB, in consultation with CEC, to develop a model of fugitive and vented methane emissions from natural gas infrastructure and established requirements for the model. The bill was identical to SB 839 Senate Budget and Fiscal Review Committee (SEN B&FR). *Died on the Assembly Inactive File.*

AB 1612 (ASM Budget) 2016 Budget Trailer Bill: Energy Dead

Would have implemented the energy-related provisions of the 2016 Budget Act. This bill would have provided ongoing support for ARB activities related to oil and gas operations that impact air quality and public health by allowing these activities to be supported by charges currently assessed on oil and gas well owners or operators. The bill also would have requested the California Council on Science and Technology to conduct a study on the minimum heating value and maximum siloxane levels for biomethane injected into common carrier gas pipelines. *Died on the Senate Inactive File.*

AB 1613 (ASM Budget) 2016 Budget Act: GGRF Funding Chapter 370

Appropriates \$900 million of GGRF monies to a number of State agencies including ARB, CalFire, California State Transportation Agency, CalRecycle, CDFG, Department of Community Services and Development, Caltrans, Office of Planning and Research (Strategic Growth Council), and Natural Resources Agency for various GHG reduction programs. In addition to the GGRF appropriations, the bill also reappropriates certain unliquidated GGRF and Building Equity and Growth in Neighborhoods monies from previous fiscal years, as well as monies to support the California Conservation Corps.

AB 1637 (Low) Clean Distributed Generation Chapter 658

Extends the Fuel Cell Net Energy Metering program from January 1, 2017 to December 31, 2021, and requires ARB to establish annual GHG emissions standards to be used in determining program eligibility. These standards must be promulgated

by March 31, 2017 and updated every three years. The bill also doubles the budget of the Self-Generation Incentive Program administered by CPUC. This bill is similar to AB 1530 (Levine) and AB 1612 (ASM Budget).

AB 1657 (O'Donnell) GGRF: Ports and Intermodal Terminals Dead

Would have established two programs to be funded by the GGRF. The first program, the Zero and Near-Zero Emission Intermodal Terminals Program would have been administered by ARB to fund equipment upgrades and investments at intermodal terminals that help transition the State's freight system to zero or near-zero emission operations. The second program, the Port Building and Lighting Efficiency Greenhouse Gas Reduction Fund Program, would have been administered by CEC to fund energy efficiency upgrades and investments at public ports that reduce electrical load and increase on site renewable generation. This bill was substantially similar to AB 678 (O'Donnell). *Held on suspense in the Assembly Appropriations Committee.*

AB 1683 (Eggman) Alternative Energy Financing Dead

Would have allowed unallocated monies from one calendar year for the sales and use tax exclusion program administered by the California Alternative Energy and Advanced Transportation Financing Authority to roll over to the next calendar year. The bill also would have added two nonvoting legislators as members of the California Alternative Energy and Advanced Transportation Financing Authority. This bill was similar to AB 2334 (Mullin). *Held on suspense in the Assembly Appropriations Committee.*

AB 1685 (Gomez) Mobile Source Emission Violation Penalties Chapter 604

Updates the statutes regarding penalties that ARB may assess for violations of emission control laws applicable to mobile sources. For these violations, the bill increases the maximum penalties to \$37,500, with some exceptions, and requires ARB to adjust penalties for inflation. The bill allows ARB to require manufacturers or distributors to pay penalties and bring the offending motor vehicles into compliance with emission control laws prior to continuing sales of those vehicles. Finally, the bill allows ARB to order an automobile manufacturer to bring its motor vehicles into compliance with the emissions configuration to which the vehicles were certified.

AB 1691 (Gipson) Enhanced Fleet Modernization Program Dead

Would have required ARB to update the Enhanced Fleet Modernization Program (EFMP) guidelines by July 1, 2018 to ensure all of the following: 1) air districts receiving EFMP funding develop a plan with recommendations for eliminating any backlog; 2) steps are taken to prevent misuse; 3) applicant prescreening is enhanced, if appropriate, and 4) partnerships are developed and a minimum level of funding for outreach is allocated to ensure EFMP is accessible to the lowest-income DACs in California. Finally, the bill would have required that for EFMP Plus-Up, the portion of EFMP focused in DACs,

priority was given to the retirement of vehicles at least 15 years old and with more than 75,000 miles. The provisions of this bill would have sunset July 1, 2022. *Held on suspense in the Senate Appropriations Committee.*

AB 1697 (Bonilla) Alt. & Renewable Fuel & Vehicle Tech. Chapter 446

Adds a project's ability to transition workers to, or promote employment in, the alternative and renewable fuels and vehicle technology sector as additional criteria on which preference under the Alternative and Renewable Fuel and Vehicle Technology Program shall be provided. The bill also revises the eligibility criteria for workforce training programs, as specified. In addition, the bill requires the commission to collaborate with specified entities that have expertise in workforce development to implement the workforce development components of the program.

AB 1698 (Hadley) GGRF: Electric Program Investment Charge Dead

Would have discontinued the Electric Program Investment Charge surcharge on electricity ratepayers and repealed the Electric Program Investment Charge Fund, which supports the development of renewable energy. Instead, this bill would have provided a continuous appropriation of \$200 million from the GGRF to support a Green and Renewable Energy Enlisting New Technologies (GREEN) fund and program, which would have the same purpose as the Electric Program Investment Charge program. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1707 (Linder) Response to Public Records Request Dead

The bill requires that when State and local agencies provide a written response to any public records request denying a record due to an express provision of the Public Records Act, the agencies must also identify the type of record withheld and state the specific exemption that justifies withholding that type of record. *Died without a hearing in the Assembly Local Government Committee.*

AB 1710 (Calderon) ZEV Incentives Dead

Would have required ARB to develop and implement a comprehensive program to increase the use of ZEVs and near-ZEVs. The program would have comprised a portfolio of incentives, including employer incentives, incentives targeting low-income individuals, and on-road incentives. The bill also would have provided certain taxpayer benefits for low-income individuals that purchase a ZEV or near-ZEV, including a State sales tax exemption and a personal income tax deduction or credit. *Held on suspense in the Assembly Appropriations Committee.*

AB 1717 (Hadley) GGRF: High-Speed Rail Dead

Would have reappropriated the 25 percent share of GGRF monies designated for the high-speed rail project to the Transit and Intercity Rail Capital Program under specified

conditions, including failure to follow the 2012 High-Speed Rail Business Plan. *Failed passage in the Assembly Transportation Committee.*

AB 1759 (Bonta) Hydrogen Fluoride Use at Refineries Dead

Would have required businesses that handle or store more than 250 gallons of hydrogen fluoride to substitute another less hazardous chemical by January 1, 2017 or, if the business is within two miles of a residential dwelling, cease using hydrogen fluoride. In addition, oil refineries using hydrogen fluoride or modified hydrogen fluoride would have been required to give biannual notices to building occupants within a 3.5 mile radius about the chemical's hazards and to file the list with ARB. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1768 (Gallagher) High-Speed Rail Bonds Dead

Would have prohibited further bond sales for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing high-speed rail appropriation for early improvement projects in the Phase 1 blended system. *Failed passage in the Assembly Transportation Committee.*

AB 1773 (Obernolte) Renewable Energy Chapter 659

Expands the Renewable Energy Self-Generation Bill Credit Transfer program to allow participation by joint powers authorities that are public agencies located within the same county and within the same electrical corporation service territory.

AB 1780 (Medina) GGRF: Trade Corridors Improvement Fund Dead

Would have continuously appropriated 20 percent of annual GGRF monies to TCIF to reduce GHG emissions in trade corridors. *Held on suspense in the Assembly Appropriations Committee.*

AB 1813 (Frazier) High-Speed Rail Authority Membership Chapter 117

Adds one member of the Senate, appointed by the Senate Committee on Rules, and one member of the Assembly, appointed by the Speaker of the Assembly, to serve as ex officio members on the High-Speed Rail Authority, bringing total membership to 11.

AB 1815 (Alejo) GGRF: Technical Assistance Dead

Would have required CalEPA, upon appropriation, to establish a comprehensive technical assistance program for eligible applicants assisting eligible communities in accessing GGRF monies. The program would have provided specific types of assistance, including identifying State agencies with appropriate grant programs; developing competitive

project proposals; coordinating existing local GHG reduction programs with new programs receiving GGRF monies; and conducting community outreach. *Held on suspense in the Assembly Appropriations Committee.*

AB 1820 (Quirk) Drone Use by Law Enforcement Dead

Would have established parameters for the use of drones by law enforcement agencies. The bill would have allowed a law enforcement agency to use a drone or obtain information gathered by a public agency via a drone if the law enforcement agency complies with the bill's requirements and all applicable federal, State, and local laws. The bill would have required a law enforcement agency to develop a policy on the use of drones, train its officers and employees on the policy before using a drone, and post the policy on its website. The bill would have required the policy to include specified elements such as the circumstances under which a drone will be used, employee training requirements for using information collected by a drone, guidelines for sharing such information, and mechanisms to ensure compliance with the policy. This bill was substantially similar to AB 56. *Failed passage in the Senate Judiciary Committee.*

AB 1832 (Dahle) Renewable Energy Dead

This spot bill would have made a non-substantive revision to the provision that requires utilities' renewable energy procurement plans to be proposed, reviewed, and adopted as part of, and pursuant to, the general procurement plan process, to the extent feasible. *Held at the Assembly Desk.*

AB 1833 (Linder) Advanced Mitigation for Transportation Projects Dead

Would have created the Advanced Mitigation Program within Caltrans to implement CEQA environmental mitigation measures in advance of future transportation projects, and would have required Caltrans to establish a steering committee for the program. *Held on suspense in the Assembly Appropriations Committee.*

AB 1841 (Irwin) Cybersecurity Incident Response Chapter 508

Requires the Department of Technology, in consultation with the Office of Emergency Services, to update the Technology Recovery Plan element of the State Administrative Manual by July 1, 2018 to ensure the inclusion of cybersecurity strategy incident response standards for each State agency to secure its critical information technology infrastructure and information. The bill requires each State agency to report on its compliance with the AB 1841 standards to the Department of Technology no later than July 1, 2019.

AB 1851 (Gray) ZEV Incentives Dead

Would have overhauled the suite of ARB's light-duty vehicle incentive programs. Specifically, this bill would have made a number of changes to the Clean Vehicle Rebate Project (CVRP), including significantly changing vehicle rebate amounts and instituting a preapproval and point-of-sale rebate process, among others. The bill also would have

removed the ceiling on the number of green decals available for plug-in hybrid EVs to access high-occupancy vehicle (HOV) lanes, required ARB to issue rebates for EV charging stations, and changed the tax liability for qualifying clean vehicle purchases. *Held on suspense in the Assembly Appropriations Committee.*

AB 1858 (Santiago) Automobile Dismantling Task Force Chapter 449

Requires DMV, in collaboration with ARB and other specified State agencies, to review and coordinate enforcement and compliance activity related to unlicensed and unregulated automobile dismantling, including tax evasion and environmental and public health impacts. These agencies may cooperate to solicit information from other governmental agencies regarding unlicensed and unregulated auto dismantling to achieve the bill’s objectives, and must submit a report to the Legislature that includes specified information. The bill sunsets January 1, 2020.

AB 1868 (Wagner) Legislative Notice of Regulations Dead

Would have required the Office of Administrative Law to send a website link to the appropriate Senate and Assembly policy committee secretaries for any public notice of proposed rulemaking that is published in the California Regulatory Notice Register. This action is required if the notice includes an economic impact, cost impact, statement, or finding, as specified. *Failed passage in the Assembly Appropriations Committee.*

AB 1881 (Chang) Cybersecurity Baseline Controls Dead

Requires the Director of Technology to develop and update baseline security controls for the State based on emerging industry standards and baseline security controls published by the National Institute of Standards and Technology. The bill directs State agencies to comply with the State baseline security controls and prohibit agencies from tailoring their individual baseline security controls to fall below the State baseline security controls. *Held on suspense in the Assembly Appropriations Committee.*

AB 1886 (McCarty) Exemption for Transit Priority Projects Dead

Would have allowed parcels in a project to be farther from a major transit stop or high-quality transit corridor and still achieve the designation “transit priority project,” which allows for a limited CEQA review. *Died without a hearing in the Senate Environmental Quality Committee.*

AB 1902 (Wilk) Aliso Canyon Civil Actions Dead

Would have established a 3-year statute of limitations for commencing a civil action for injury, illness, or wrongful death based on exposure to methane, benzene, mercaptan, or any other hazardous material or toxic substance resulting from the leak at the Aliso Canyon natural gas storage facility. *Failed passage in the Assembly Judiciary Committee.*

AB 1903 (Wilk) Aliso Canyon Health Impact Study Dead

Would have required CPUC to authorize a study by the Office of Environmental Health Hazard Assessment (OEHHA) of the long-term health impacts of the leak at the Aliso Canyon natural gas storage facility. The bill also would have required CPUC to publish and transmit the report and ongoing findings to the appropriate policy committees of the Legislature on a biennial basis from 2018 to 2028. Finally, the bill would have required CPUC to order the Southern California Gas Company to fund the study and would have sunset the bill on January 1, 2029. *Held on suspense in the Assembly Appropriations Committee.*

AB 1904 (Wilk) Natural Gas Odorants Dead

Would have required OEHHA to submit a report to the Legislature by January 1, 2019 that included an assessment of any potential danger of odorants used in natural gas storage facilities and identified alternative odorants for possible use. *Held on suspense in the Senate Appropriations Committee.*

AB 1905 (Wilk) Natural Gas Injection and Storage Study Dead

Would have required the Natural Resources Agency to complete an independent scientific study on natural gas injection and storage practices and facilities to evaluate the hazards and risks posed to natural resources and public, occupational, and environmental health and safety by those facilities. *Held on suspense in the Assembly Appropriations Committee.*

AB 1908 (Harper) HOV Lanes Dead

Would have prohibited the establishment of HOV lanes on State highways in Southern California unless the lane is established on a part-time basis and only during hours of heavy commuter traffic. The bill would have required all Southern California HOV lanes to be converted from full-time to part-time operation. *Failed passage in the Assembly Transportation Committee.*

AB 1910 (Harper) Transportation Advisory Election Dead

Would have called a special election to be consolidated with the November 8, 2016 statewide general election. The bill would have required the Secretary of State to submit to the voters a question on whether the California Legislature should “disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high speed rail, and eliminating waste at the Department of Transportation.” *Failed passage in the Assembly Transportation Committee.*

AB 1923 (Wood) Bioenergy Feed-In Tariff Capacity Chapter 663

Increases the maximum capacity of a renewable electric generation facility allowed to enter into a must-take contract with a local electrical corporation from three megawatts to five megawatts if the effective capacity of the facility is no more than three megawatts.

AB 1934 (Santiago) Planning and Zoning Chapter 747

Requires a city, county, or city and county, until January 1, 2022, to grant to a commercial developer a development bonus, as specified, when an applicant for approval of a commercial development has entered into an agreement with an affordable housing developer to contribute affordable housing.

AB 1937 (Gomez) Electricity Procurement Chapter 664

Requires an investor-owned utility that bids for new gas-fired generation to consider, and give preference to, bids for resources that are not gas-fired located in communities that suffer from cumulative pollution burdens, and directs CPUC to ensure investor-owned utility procurement plans include this element.

AB 1960 (Lackey) Basic Inspection of Terminals Program Chapter 748

Exempts from the Basic Inspection of Terminals Program, a vehicle safety program, an "agricultural vehicle," as defined, or other defined vehicles operated by a farmer or other agricultural person or entity as specified, under certain conditions. The California Highway Patrol, in consultation with DMV, shall report to the Governor and Legislature about the impact of exempting these agricultural vehicles. The bill requirements sunset January 1, 2023.

AB 1964 (Bloom) HOV Lane Stickers Dead

Would have made a number of changes to the Clean Air Vehicle Decal program by: (1) eliminating the cap on the number of green decals issued to eligible transitional zero emission vehicles (TZEVs; i.e., plug-in hybrid EVs) for purposes of accessing HOV and certain HOT lanes; (2) setting income eligibility limits for receiving both State rebates and HOV lane access; (3) deleting the January 1, 2019 sunset date; (4) specifying the length of validity for decals issued on or after January 1, 2018 or after January 1, 2019; (5) prohibiting DMV from issuing additional decals when the sale of new plug-in hybrid EVs reaches a specified level, as determined by ARB; and (6) requiring Caltrans to remove decal-eligible vehicles from HOV lanes, at the request of, and with the concurrence of, the regional transportation agency whose jurisdiction includes the HOV lanes, if Caltrans makes certain findings. *Died on the Senate Floor without a vote.*

AB 1965 (Cooper) Enhanced Fleet Modernization Program Dead

Would have required the EFMP guidelines to ensure specific steps are taken to ensure the vehicle replacement component of the program is available to all air districts that have

more than one million residents, and that funding for targeted outreach in low-income communities or DACs is evaluated and enhanced, if necessary. Additionally, the bill would have required ARB to establish specific and measurable goals beginning in fiscal year 2017-18 for retiring and replacing high-polluting passenger vehicles and light- and medium-duty trucks, and collect and post on ARB's website program performance relative to these goals, among other provisions. *Failed passage in the Senate Environmental Quality Committee.*

AB 1966 (Allen, T.) **Conventional Power Source** **Dead**
Would have increased the capacity of a hydropower facility, from greater than 30 megawatts to greater than 35 megawatts, under the definition of a conventional power source. *Died without a hearing in the Assembly Utilities and Commerce Committee.*

AB 1968 (Steinorth) **GGRF: AHSC** **Dead**
Would have required 10 percent of monies appropriated for the Affordable Housing and Sustainable Communities (AHSC) program to be allocated for medium-density residential development projects, and would have required 20 percent of those allocated moneys to be expended on affordable housing. *Failed passage in the Assembly Committee on Housing and Community Development.*

AB 1973 (Campos) **School Energy Efficiency Projects** **Dead**
Would have appropriated \$20 million of General Fund monies to the State Department of Education for allocation to school districts for purposes of energy efficiency projects. *Bill. Died without a hearing in the Assembly Education Committee.*

AB 1979 (Bigelow) **Hydro Feed-In Tariff Capacity** **Chapter 665**
Increases the feed-in tariff eligibility limit for a renewable conduit hydroelectric facility from three megawatts of capacity to four megawatts, as long as the facility delivers no more than three megawatts to the grid at any time.

AB 1982 (Bloom) **GGRF: Traffic Signal Synchronization** **N/A**
Would have required that a traffic signal synchronization project eligible for GGRF funding be timed to move vehicles at an average speed of 12 to 15 miles per hour to accommodate bicycles and pedestrians. *Amended to deal with CTC membership.*

AB 1989 (Jones) **GGRF: Water-Energy Projects** **Dead**
Would have required SWRCB, in coordination with CEC, CPUC, and DWR, to develop and implement a grant and low-interest loan program for water projects that result in the net reduction of water-related GHG emissions. *Held on suspense in the Assembly Appropriations Committee.*

AB 2029 (Dahle) Timber Harvesting Plan Exemptions Chapter 563

Extends the Forest Fire Prevention Pilot Project Exemption until January 1, 2021, expands the exemption to permit the removal of trees less than 26 inches in stump diameter, and applies the exemption to activities anywhere within 28 listed counties. The bill also requires the submission of a report on the effectiveness of the exemption by December 31, 2017.

AB 2041 (Harper) Beach Fire Rings Dead

This was a spot bill related to fire rings at State and local beaches. *Held at the Assembly Desk.*

AB 2055 (Gipson) Sustainable Freight Investment Tax Credits Dead

Would have created a new funding category within the California Competes Tax Credit program to encourage future investments in zero emission and near-zero emission technology at California's seaports. The bill would have required a 25 percent set-aside within the California Competes Tax Credit program, beginning in the 2018-19 fiscal year, for allocation to taxpayers that make qualified sustainable freight investments. *Held on suspense in the Assembly Appropriations Committee.*

AB 2066 (Lackey) Service Station Pricing Dead

Would have required vehicle service stations to add the average cost of gasoline and diesel fuels as a result of refinery compliance with ARB's Cap-and-Trade Program to the sign listing applicable State and federal fuel taxes on each fuel dispensing apparatus. *Held on suspense in the Assembly Appropriations Committee.*

AB 2090 (Alejo) GGRF: LCTOP Dead

Would have allowed a transit agency to use GGRF monies from the Low Carbon Transit Operations Program (LCTOP) to support existing bus and rail service, rather than to enhance or expand service, if the governing board of the requesting transit agency declared a fiscal emergency and other criteria were met. *Held on suspense in the Senate Appropriations Committee.*

AB 2094 (Oberholte) GGRF: Transportation Dead

Would have transferred \$1 billion annually from the GGRF to the Retail Sales Tax Fund, to be allocated to State highway and local street and road purposes. *Failed passage in the Assembly Transportation Committee.*

AB 2100 (Calderon) 21st Century Infrastructure Act Dead

Would have required CPUC, CEC, the California Independent System Operator (CAISO), and ARB, until January 1, 2020, to review and evaluate their policies and plans for the expansion of 21st century infrastructure, including, but not limited to, EV charging

stations, renewable energy generation facilities, distributed energy resources, smart grid technologies and services, microgrids, and demand response programs. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 2109 (Dahle) AB 32 Spot Bill Dead

This was a spot bill related to AB 32. *Failed passage in the Assembly Transportation Committee.*

AB 2127 (O'Donnell) Use Fuel Excise Tax Discount Vetoed

Would have broadened the eligibility for the current 50 percent use fuel excise tax (use fuel tax) discount for ethanol or methanol blends containing no more than 15 percent gasoline to blends containing no more than 18 percent gasoline. To avoid conflicting definitions, the bill also would have amended the definition of gasohol, which is subject to the motor vehicle fuel tax, to include all ethanol or methanol blends containing more than 18 percent gasoline. The bill would have sunset on January 1, 2022.

AB 2141 (Ting) Energy Assistance for Convenience Stores Dead

Would have required each electrical and gas corporation to develop a program under the direction and supervision of CPUC to provide incentives and assistance to owners, operators, or lessees of convenience stores to reduce their electricity and gas bills, with priority given to stores located in areas meeting specified criteria. Participating stores would have to agree to sell fresh produce and other health foods for a minimum of three years. *Held on suspense in the Assembly Appropriations Committee.*

AB 2145 (Linder) Vehicle License Fee Reduction Dead

Would have authorized the amount of compensation provided to a low-income motor vehicle owner under EFMP and to a low- or moderate-income motor vehicle owner under CVRP to be deducted from the motor vehicle's price when calculating the vehicle license fee. The bill also would have required ARB to develop a standardized certificate for issuance to recipients. *Failed passage in the Assembly Transportation Committee.*

AB 2146 (Patterson) GGRF: Fire Reduction Dead

Would have made available, upon appropriation by the Legislature, up to \$200 million of GGRF monies to CalFire, for activities that reduce GHG emissions caused by uncontrolled forest fires, and would have required CalFire to develop an accounting system to demonstrate that funded projects provide long-term GHG emissions reductions. *Held on suspense in the Assembly Appropriations Committee.*

AB 2163 (Williams) Distributed Generation Dead

Would have required the Imperial Irrigation District to provide net metering service to eligible customer-generators that meet certain requirements. *Died without a hearing in the Senate Energy, Utilities and Communications Committee.*

AB 2170 (Frazier) Trade Corridors Improvement Fund Vetoed

Would have required that funds provided to the State through the federal National Highway Freight Program pursuant to the Fixing America's Surface Transportation Act be allocated to TCIF for eligible freight-related projects. The bill also required CTC to consider the California Sustainable Freight Action Plan and other transportation planning documents when allocating TCIF funds. In addition, CTC was also required to consult with ARB in order to utilize the appropriate models, techniques, and methods to develop criteria for evaluating projects.

AB 2181 (Brown) Public Contracts and Energy-Intensive Products Dead

The bill requires State procuring agencies, the California State University system, and the University of California system to incorporate GHG emissions information associated with emissions-intensive, trade exposed industry sectors into their bid specifications and other procurement processes. *Held on suspense in the Assembly Appropriations Committee.*

AB 2206 (Williams) Renewable Gas Dead

Would have required ARB, in coordination with CPUC and CEC, to consider and adopt policies to significantly increase the sustainable production and use of renewable gas. *Held in the Senate Rules Committee.*

AB 2222 (Holden) Student Transit Pass Program N/A

Would have established the Transit Pass Program to provide free or reduced-fare transit passes to low-income middle school, high school, community college, California State University, and University of California students. *Amended to appropriate General Fund monies instead of GGRF monies and held on suspense in the Senate Appropriations Committee.*

AB 2223 (Gray) Dairy Methane Reduction N/A

Would have appropriated \$100 million of GGRF monies annually to CDFR to provide incentives for the implementation of dairy digesters and other dairy methane reduction projects and management practices. *Amended to appropriate General Fund monies instead of GGRF monies and held in the Senate Committee on Budget and Fiscal Review.*

AB 2271 (Quirk) Peer Review of Energy Research Programs Dead

Would have required CPUC to establish a procedure for the independent peer review of research programs costing one million dollars or more and make the results of the review available on its website. *Held on suspense in the Senate Appropriations Committee.*

AB 2276 (Brown) GGRF: AHSC Dead

This was a spot bill on the AHSC Program funded by the GGRF. *Held at the Assembly Desk.*

AB 2292 (Gordon) CalEnviroScreen Dead

Would have required OEHHA to update, by January 1, 2017, the California Communities Environmental Health Screening tool (CalEnviroScreen) to include high poverty rate, high rent burden, and high cost of living, using the best available data. *Held on suspense in the Assembly Appropriations Committee.*

AB 2293 (Garcia, C.) Green Assistance and Business Program Dead

Would have established two programs within CalEPA aimed at assisting businesses in the green economy: the Green Assistance Program to, among other things, assist small businesses and small nonprofit organizations in applying for GGRF monies, and the California Green Business Program to provide support and assistance to green business certification programs operated by local governments. This bill also would have appropriated an unspecified amount of GGRF monies annually to each program. *Held on suspense in the Assembly Appropriations Committee.*

AB 2313 (Williams) Biomethane Project Incentives Chapter 571

Requires CPUC to increase the per project cap for its \$40 million AB 1900 biomethane interconnection financial incentive program from \$1.5 million to \$3 million for all projects except dairy cluster biomethane projects, and to \$5 million for dairy cluster projects.

AB 2323 (Ridley-Thomas) Low Carbon Fuel Production Facilities Dead

Would have required electrical corporations that offer time-of-use rates, critical peak pricing, real-time pricing, or peak time rebates for charging EVs to offer similar rates to low carbon transportation fuel production facilities and fueling stations. The bill also would have required CPUC to consult with ARB and CEC to establish accountability measures for facilities that elect to use the rates provided by the bill. *Held on suspense in the Assembly Appropriations Committee.*

AB 2332 (Garcia, E.) Transportation Funding for Community Safety Dead

Would have increased transportation investments in DACs by requiring Caltrans to take specific actions in setting goals to direct transportation and infrastructure resources to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists and to provide meaningful economic and health benefits in the State's most impacted communities and DACs. *Died without a hearing in the Assembly Transportation Committee.*

AB 2334 (Mullin) Alternative Energy Financing Dead

Would have allowed the California Alternative Energy and Advanced Transportation Financing Authority to carry forward to future years unallocated sales and use tax exemptions from previous years. This bill was similar to AB 1683 (Eggman). *Held on suspense in the Senate Appropriations Committee.*

AB 2339 (Irwin) Net Energy Metering Dead

Would have provided a method of calculating aggregated peak demand for publicly owned electric utilities, irrigation districts, and electrical cooperatives with more than 25,000 accounts to be used when offering net energy metering to their customers. *Held on suspense in the Assembly Appropriations Committee.*

AB 2343 (Garcia, C.) GGRF: Annual Report Dead

Would have required the Annual Report to the Legislature on Cap-and-Trade Auction Proceeds to include a comparison of all the following: the levels of GGRF investment on a geographic basis across California; the GHG emissions reductions resulting from these investments; and the economic benefits associated with these investments, including jobs created and associated wages. The additional reporting requirements would have applied once sufficient data were available from the first two Cap-and-Trade auctions for calendar year 2017. *Held on suspense in the Assembly Appropriations Committee.*

AB 2379 (Quirk) Home Energy Rating Program Report Dead

Would have required CEC to provide a progress report on the implementation of a statewide home energy rating program as part of its Integrated Energy Policy Report. *Held on suspense in the Assembly Appropriations Committee.*

AB 2382 (Lopez) High-Speed Rail Authority Membership Dead

Would have required the Governor to include at least one member who is from a DAC on the High-Speed Rail Authority, beginning with an available vacancy on and after January 1, 2017. *Failed passage in the Assembly Transportation Committee.*

AB 2396 (McCarty) Solid Waste Annual Reports Chapter 466

Requires each State agency to include a summary of the agency's compliance with the State's commercial solid waste and organic waste recycling programs in its annual report on its waste reduction and recycling efforts.

AB 2408 (Eggman) GGRF: Single Application Dead

Would have required State agencies administering GGRF grant programs to update their guidelines to encourage grantees implementing regional and neighborhood programs to coordinate with other grantees, by encouraging both the use of a single or coordinated

application and the use of a single mechanism by grantees to report to the granting agencies on the efficacy of their programs. In addition, the bill would have required agencies to give funding priority to projects having certain characteristics. *Held on suspense in the Assembly Appropriations Committee.*

AB 2413 (O'Donnell) Sea Level Rise Preparation Dead

Would have required the Natural Resources Agency to complete a study by January 1, 2019 outlining the potential impact of sea level rise on low-income and at-risk communities, public projects, and public infrastructure. The bill also would have required the Natural Resources Agency to make recommendations on preparing for sea level rise based on the study. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 2415 (Garcia, E.) GGRF: Heavy-Duty Truck Funding Dead

Would have made revisions to the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to require that, between January 2, 2018 and January 1, 2023, no less than 50 percent of the monies allocated annually for truck technologies be allocated to support the commercial deployment of zero and near-zero emission heavy-duty trucks and buses meeting a specified low oxides of nitrogen emission standard, as well as a renewable fuel requirement for internal combustion engines. At least two-thirds of these funds would have been dedicated to heavy-duty truck projects, defined as having a gross vehicle weight rating of 26,001 pounds or more. Additionally, the bill would have required ARB to post the results of the program's emissions reductions, among other provisions, on its website every two years. This bill was substantially similar to AB 857 (Perea). *Held on suspense in the Assembly Appropriations Committee.*

AB 2426 (Low) Workplace Charging Stations Grant Program Dead

Would have directed ARB to establish and implement the Workplace Charging Stations Grant Program to award grants for the installation of EV charging stations in workplace parking facilities until January 1, 2021, based upon specific considerations and priorities. The bill would have required ARB to report annually after July 1, 2018, identifying benefits and problems with the program, and to recommend improvements and provide a final report on or before July 1, 2021. The bill would have sunset on January 1, 2022. *Died without a hearing in the Assembly Transportation Committee.*

AB 2432 (Brown) Designated Truck Routes and Services Dead

Would have required Caltrans to prepare an inventory of all State and locally designated truck routes and services, publish or cause to be published a statewide Truck Route Network Internet Web site, and prepare a plan and schedule to address all inefficiencies and transportation network gaps, including an estimate of the annual cost and the total cost of carrying out the plan. The bill also would have required Caltrans to submit the plan and schedule, together with the cost estimates, to the Governor and the Legislature not later than July 1, 2019. *Died without a hearing in the Assembly Transportation Committee.*

AB 2442 (Holden) Density Bonuses Chapter 756

Requires a local government to provide a density bonus to a developer that agrees to construct a housing development that includes at least 10 percent of the total units for transitional foster youth, disabled veterans, or homeless persons, among other provisions.

AB 2444 (Garcia, E.) Park Bond Dead

Would have enacted the California Parks, Water, Climate, and Coastal Protection and Outdoor Access For All Act of 2018, which, if approved by the voters, would have authorized the issuance of \$3,497,500,000 of general obligation bonds to finance a parks, water, climate, and coastal protection and outdoor access for all program, and would have provided for the submission of these provisions to the voters at the June 5, 2018 statewide primary direct election. *Held in the Senate Rules Committee.*

AB 2447 (Campos) School Energy Efficiency Projects Dead

This spot bill would have made a non-substantive change to the energy analysis and report provisions of the Leroy F. Greene School Facilities Act of 1998. *Held at the Assembly Desk.*

AB 2451 (Achadjian) Vehicle Ridesharing Dead

This was a spot bill related to ridesharing. *Held at the Assembly Desk.*

AB 2452 (Quirk) CEQA: Transportation Projects N/A

Would have prohibited a court, in an action or proceeding under CEQA, from staying or enjoining transportation infrastructure projects based solely on the project's potential contribution to GHG emissions. *Amended to deal with contracts with the California Council on Science and Technology.*

AB 2454 (Williams) Energy Procurement Plans Chapter 826

Directs CPUC to (1) require an investor-owned utility to demonstrate that it will first meet its unmet resource needs through all available energy efficiency and demand reduction resources that are cost-effective, reliable, and feasible; (2) require an investor-owned utility to demonstrate compliance with its approved procurement plan prior to approving the investor-owned utility's contract for any new gas-fired generating unit, and (3) consider the findings of the Demand Response Potential Study.

AB 2460 (Irwin) Solar Thermal Systems Dead

Would have extended the California Solar Initiative thermal rebate program by five years and established a program funding cap of \$250 million. *Held on suspense in the Senate Appropriations Committee.*

AB 2475 (Gordon) Loan Program Dead

Would have established within the California Infrastructure and Economic Development Bank, the Local Government Affordable Housing Forgivable Loan Program, and would have required the Bank to make loans to a local government for the development of affordable housing by the local government, among other provisions. *Held on suspense in the Assembly Appropriations Committee.*

AB 2501 (Bloom) Housing Density Bonuses Chapter 758

Requires that local governments adopt procedures and timelines for processing a density bonus application, among other provisions.

AB 2543 (Gordon) State Building Energy Efficiency & Conservation Dead

Would have assigned primary responsibility for developing a multi-year energy efficiency plan for State facilities to CEC instead of the Department of General Services, and expanded the scope of the plan to include water conservation. *Held on suspense in the Senate Appropriations Committee.*

AB 2556 (Nazarian) Density Bonuses Chapter 761

Requires the current definition of “replace” as it relates to density bonus eligibility to require a rebuttal presumption, based on certain federal data, regarding the proportion of lower-income renter households that occupy existing units, if the income category of the households in occupancy is not known, among other provisions.

AB 2561 (Irwin) Solar and Wind Thermal Systems Chapter 669

Extends the existing sunset date in law that excludes photovoltaic or wind energy generation from a water supply assessment if the facility would demand no more than 75 acre-feet of water annually.

AB 2564 (Cooper) CVRP Dead

Would have required ARB, in consultation with CEC, local air districts, and the public, to adopt regulations for CVRP to ensure it does all of the following: 1) limit eligibility based on income, as specified, for all eligible vehicle types except fuel cell EVs; 2) increase the rebate for a low-income applicant by \$500; 3) include outreach to low-income households; and 4) prioritize rebate payments for low-income applicants. *Failed passage in the Senate Environmental Quality Committee; however, similar language was added to SB 859 (Budget, Chapter 368, Statutes of 2016).*

AB 2576 (Gray) GGRF: Recycled Glass Dead

Would have made available, upon appropriation by the Legislature, up to \$20 million in GGRF monies to CalRecycle for market development payments to glass container manufacturers of up to \$50 per ton of State-generated cullet (broken or scrap glass) used in manufacturing. *Held on suspense in the Assembly Appropriations Committee.*

AB 2585 (O'Donnell) Resource Shuffling Dead

Would have defined resource shuffling for fuel providers in the Cap-and-Trade program and would have required ARB to review any regulation adopted pursuant to AB 32 to consider the intended purpose and consistency requirements aimed at preventing resource shuffling among all fuels subject to that regulation. *Held on suspense in the Assembly Appropriations Committee.*

AB 2630 (Salas) Solar Energy Development Dead

Would have required CAISO, CEC, and CPUC to consider the May 2016 Solar Convening Report, titled "A Path Forward: Identifying Least Conflict Solar PV Development in California's San Joaquin Valley" and the principles of transmission corridor planning developed by CEC known as the Garamendi Principles when undertaking transmission planning activities and activities as part of the Renewable Energy Transmission Initiative. *Held on suspense in the Senate Appropriations Committee.*

AB 2653 (Garcia, E.) GGRF: Annual Report Dead

Would have required the Annual Report to the Legislature on Cap-and-Trade Action Proceeds to include additional economic and jobs-related information. *Held on suspense in the Senate Appropriations Committee.*

AB 2673 (Harper) Hydrogen Refueling Equipment Dead

Would have provided a sales and use tax exemption on the sale or use of hydrogen refueling station equipment purchased by qualified grant recipients from January 1, 2017 to January 1, 2030. *Failed passage in the Assembly Revenue and Taxation Committee.*

AB 2675 (Chiu) EV Infrastructure Tax Exemption and Credits Dead

Would have provided a sales and use tax exemption on the sale or use of EV servicing equipment purchased for a qualified dwelling from January 1, 2017 to January 1, 2030. *Held on suspense in the Assembly Appropriations Committee.*

AB 2682 (Chang) Autonomous Vehicles N/A

This was a spot bill dealing with autonomous vehicles. *Amended to deal with registered sex offenders.*

AB 2693 (Dababneh) Property Assessed Clean Energy Program Chapter 618

Creates the PACE Preservation and Consumer Protections Act by adding consumer protections to California's PACE Program.

AB 2700 (Brown) RPS Workforce Dead

Would have modified the "least-cost and best-fit" criteria used by CPUC to rank contracts under RPS by expanding workforce considerations to include the jobs retained by contracting with existing renewable energy resources. *Died without a hearing in the Senate Energy, Utilities and Communications Committee.*

AB 2702 (Atkins) Best Practices to Reduce GHGs Dead

Would have required ARB by July 1, 2018 to conduct a study that outlines best practices and policies for meeting State goals to reduce GHG emissions and would have authorized ARB to consult with local air districts in conducting the study. *Held on suspense in the Assembly Appropriations Committee.*

AB 2713 (Chiu) Local Ordinances for Energy Storage Dead

Would have required cities and counties to accept electronic submissions of permit applications for advanced energy storage installations, and required the Governor's Office of Planning and Research to create a California Energy Storage Permitting Guidebook. *Held on suspense in the Assembly Appropriations Committee.*

AB 2715 (Garcia, E.) Energy Efficient Housing for Agricultural Poor Dead

Would have established the Agricultural Working Poor Energy Efficient Housing Program, within the Department of Community Services and Development, to provide weatherization services to improve energy efficiency in farmworker housing. A previous version of this bill used GGRF monies for funding. *Held on suspense in the Senate Appropriations Committee.*

AB 2722 (Burke) GGRF: TCC Chapter 371

Establishes the Transformational Climate Communities (TCC) Program, to be funded with GGRF monies and administered by SGC, which will provide competitive grants for technical assistance, planning, and project implementation for multiple, coordinated GHG emissions reduction projects addressing a range of environmental issues in order to benefit DACs.

AB 2729 (Williams) Oil and Gas Operations Chapter 272

Limits the definition of "active observation well," and expands the definitions of "idle well" and "long-term idle well" by no longer excluding active observation wells from their definitions. The bill provides that the abandoned underground personal property, including a well, of an operator becomes the property of the mineral interest owner when the operator loses the right to remove the personal property under common law or under a lease or any other agreement that initially gave the operator the right to drill, operate, maintain, or control the well.

AB 2731 (O'Donnell) Terminal Island Freeway Special Permits Dead

Would have prescribed the manner in which trucks are weighed in a designated heavy container corridor near the ports of Los Angeles and Long Beach to ensure consistency. The bill would have required the City of Carson, the City of Long Beach, and the City of Los Angeles to use and enforce the axle and gross vehicle weight limits used by Caltrans for a permitted vehicle, combination of vehicles, or mobile equipment operating or moving on a specific route, as specified. *Died on the Assembly Inactive File.*

AB 2741 (Salas) California Transportation Plan Vetoed

Requires Caltrans to update the California Transportation Plan every five years. Beginning with the 2020 update, Caltrans shall submit a draft of the updated plan to CTC for its approval and revise the proposed update in consultation with CTC if CTC does not approve the draft updated plan.

AB 2748 (Gatto) Environmental Disaster Attorneys' Fees Vetoed

Under this bill, a partial or interim payment or reimbursement made in connection with an environmental disaster by the responsible polluter or any agent or entity related to the responsible polluter to any recipient, does not release the polluter from liability to the recipient for any current or future claim related to the environmental disaster. Provisions of the bill apply only to an environmental disaster that occurred at the Southern California Gas Company's Aliso Canyon gas storage facility or contamination surrounding the Exide Technologies facility in the City of Vernon.

AB 2756 (Thurmond) Oil and Gas Enforcement Actions Chapter 274

Requires DOGGR to consider specified additional circumstances when establishing the amount of a civil penalty and sets ranges of civil penalty amounts depending on whether the violation is a well stimulation violation, a major violation, or a minor violation. Up to 50 percent of the civil penalty amount may be directed to a supplemental environmental project.

AB 2773 (Quirk) Biomethane Dead

This bill would have required CPUC to modify the minimum heating value requirement of biomethane and the siloxane trigger and lower action levels of biomethane to facilitate injection of biomethane into common carrier pipelines. This issue was addressed with similar language in SB 840 (SEN B&FR). *Held on suspense in the Assembly Appropriations Committee.*

AB 2781 (Garcia, E.) Supplemental Environmental Projects Dead

Would have required that each board, department, and office within CalEPA that has enforcement authority ensure that at least 10 percent of the penalties received from enforcement actions brought by that entity are allocated to supplemental environmental

projects in DACs. The bill also would have required these entities to compile and submit to CalEPA their supplemental environmental policy that includes a list of potential supplemental environmental projects proposed by and benefitting DACs. *Held on suspense in the Senate Appropriations Committee.*

AB 2783 (Garcia, E.) **GGRF: AHSC** **Dead**

Would have required SGC to consider revisions to the guidelines and selection criteria that determine housing density requirements with respect to affordable housing projects within the rural innovation project area category of the AHSC Program, and would have required SGC to provide a written explanation to the Legislature by March 1, 2017, if it decided not to make the revisions. *Failed passage in the Senate Environmental Quality Committee.*

AB 2788 (Gatto) **Natural Gas Storage Emergency Regulations** **N/A**

Would have required the emergency regulations adopted by DOGGR regarding natural gas storage facilities to remain in effect until DOGGR adopts, amends, or repeals the regulations. *Amended to deal with wireless telecommunications facilities.*

AB 2796 (Bloom) **GGRF: Active Transportation Program** **Dead**

Would have required, for a program cycle adopted on or after January 1, 2018, a minimum of 10 percent of all available Active Transportation Program funds to be programmed for planning and noninfrastructure purposes. The bill also would have required at least 50 percent of that amount to be programmed for planning activities to develop comprehensive active transportation master plans, among other provisions. *Held on suspense in the Senate Appropriations Committee.*

AB 2798 (Gatto) **Energy Conservation** **Dead**

Requires CEC to require an applicant to certify a powerplant or electric transmission line construction site to provide information on the extent to which the facility will increase or decrease reliance on underground natural gas storage. *Died on the Senate Inactive File.*

AB 2800 (Quirk) **Climate Change Infrastructure Planning** **Chapter 580**

Requires State agencies, until 2020, to take into account the current and future impacts of climate change when planning, designing, building, operating, maintaining, and investing in State infrastructure. The bill also requires the Natural Resources Agency, by July 1, 2017, and until July 1, 2020, to establish a Climate-Safe Infrastructure Working Group for the purpose of examining how to integrate scientific data concerning projected climate change impacts into State infrastructure engineering, as prescribed.

AB 2812 (Gordon) **Recycling at State Agencies and Facilities** **Chapter 530**

Requires CalRecycle to develop guidance for collecting and recycling recyclable materials in State buildings and large State facilities by July 1, 2017. The bill also requires State

agencies and large State facilities to provide adequate receptacles, signage, education, and staffing and arrange for recycling services in their buildings and facilities consistent with the State's solid waste and organic waste recycling programs by July 1, 2018. The bill requires State agencies and large State facilities to annually review the adequacy and condition of recycling receptacles and signage, education, and staffing. The bill also requires a State agency's annual waste report to include a summary of the agency's compliance with the AB 2812 requirements.

AB 2829 (Baker) Carl Moyer Program Dead

This was a spot bill related to the Carl Moyer Memorial Air Quality Standards Attainment Program. *Held at the Assembly Desk.*

AB 2841 (Allen, T.) State Infrastructure Financing for Seaports Dead

Would have created a process for a harbor agency to receive project valuations from the California Infrastructure and Economic Development Bank (I-Bank), contingent on an appropriation for this purpose in the State Budget Act. *Held on suspense in the Assembly Appropriations Committee.*

AB 2853 (Gatto) Public Record on Agency Website Chapter 275

Allows a State agency to comply with the Public Records Act by posting public records on its website and directing a member of the public to the website as a response to a public records request.

AB 2856 (Burke) Interstate Natural Gas Pipeline Safety Valves Dead

This spot bill would have made a non-substantive change to law requiring the installation of automatic shutoff or remote controlled sectionalized block valves on certain intrastate natural gas transmission lines that are located in a high consequence area or that traverse an active earthquake fault. *Held at the Assembly Desk.*

AB 2861 (Ting) Distributed Generation Dispute Process Chapter 672

Authorizes CPUC to establish a dispute resolution process for distribution grid interconnection to resolve disputes within 60 days, unless it determines more time is needed.

AB 2866 (Gatto) Autonomous Vehicles Dead

Would have authorized the testing and operation of autonomous vehicles, as defined, and required DMV to adopt regulations for their testing and operation. *Died without a hearing in the Assembly Appropriations Committee.*

AB 2868 (Gatto) Energy Storage Systems Chapter 681

Requires CPUC, in consultation with ARB and CEC, to direct the three largest investor-owned utilities to file applications for programs and investments to accelerate widespread deployment of distributed energy storage systems.

AB 2875 (Bloom) Motor Vehicle Fuel Labeling Dead

This was a spot bill related to motor vehicle fuel labeling. *Held at the Assembly Desk.*

ABX1 3 (Frazier) Transportation Funding 2-Year

This spot bill stated the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure. *Held in Conference Committee.*

ABX1 4 (Frazier) Transportation Funding 2-Year

This spot bill stated the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the State's key trade corridors, and support efforts by local governments to repair and improve local transportation infrastructure. *Held in the Senate Rules Committee.*

ABX1 6 (Hernández, R.) GGRF: AHSC Rural Set-aside 2-Year

Requires that 20 percent of GGRF monies available for allocation under the AHSC Program be allocated to eligible projects in rural areas. Of this 20 percent, at least half must be allocated to eligible affordable housing projects. *Held at the Assembly Desk.*

ABX1 7 (Nazarian) GGRF: Public Transit Funding 2-Year

Doubles the percentage of GGRF monies going to the Transit and Intercity Rail Capital Program (from 10 to 20 percent) and LCTOP (from 5 to 10 percent). *Held at the Assembly Desk.*

ABX1 8 (Chiu) Diesel Fuel Taxes 2-Year

Increases the diesel sales tax from 1.75 percent to 5.25 percent and the diesel excise tax from 1.75 percent to 5.25 percent. These provisions become operative on July 1, 2016. This bill is substantially similar to SBX1 7. *Held at the Assembly Desk.*

ABX1 13 (Grove) GGRF: Streets and Highways 2-Year

Reduces the continuous appropriation from the GGRF to SGC for the AHSC Program from 20 percent to 10 percent. Beginning in the 2016-17 fiscal year, the bill continuously appropriates the remaining unappropriated 50 percent of GGRF monies, allocating half to Caltrans for maintenance of the State highway system or projects that are part of the State

highway operation and protection program, and half to cities and counties for local street and road purposes, consistent with the State Controller’s existing formula for distributing funding from the Highway Users Tax Account. *Held at the Assembly Desk.*

ABX1 17 (Achadjian) GGRF: State Highway Operation and Protection 2-Year
Beginning in the 2016-17 fiscal year, continuously appropriates 25 percent of the remaining unappropriated GGRF monies to the State Highway Account to fund projects in the State highway operation and protection program. *Held at the Assembly Desk.*

ABX1 23 (Garcia, E.) Transportation Funding 2-Year
Requires CTC to establish a process whereby Caltrans and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to DACs, as defined in the bill. The bill also requires \$125 million to be appropriated annually from the State Highway Account to the Active Transportation Program, with these additional funds used for specified projects in underserved areas. *Held at the Assembly Desk.*

ABX1 26 (Frazier) Transportation Funding 2-Year
Creates several new funding sources and directs them to the Road Maintenance and Rehabilitation Program to address deferred maintenance on State highways and local streets and roads. Of concern to ARB, the bill imposes a \$165 registration and renewal fee on ZEVs. In addition, the bill requires that GGRF monies be transferred to TCIF to benefit DACs and expands the definition of “disadvantaged community” for this purpose. *Held in the Assembly Transportation Committee.*

ACA 4 (Frazier) Local Transportation Projects Special Taxes Dead
Would have provided that the imposition, extension, or increase of a sales and use tax or transactions and use tax for local transportation projects by a city, county, city and county, or special district requires approval of 55 percent of those voting on such a measure. *Held on suspense in the Assembly Appropriations Committee.*

ACA 11 (Gatto) Transfer of CPUC Functions Dead
This constitutional amendment would have authorized the Legislature to reallocate or reassign all or a portion of the functions of CPUC to other State agencies, departments, boards, or other entities, consistent with specified purposes, and would have repealed the provisions of the California Constitution pertaining to CPUC, effective January 1, 2019. *Died without a hearing in the Senate Energy, Utilities and Communications Committee.*

ACR 45 (Grove) Zero-Based Budgeting Review of State Agencies N/A

Would have stated the Legislature’s intent to conduct an in-depth review of the 40 largest budgets of State agencies over a period of five years using a zero-based budgeting approach. The measure also would have requested that the first eight State agencies selected for review provide specified information to the Assembly Budget Committee and the SEN B&FR Committee before June 30, 2016 relative to a list of logical “decision units” within the agency’s budget, which are programs, activities, or organizational entities. *Amended to deal with the recognition of the Ukranian Famine.*

ACR 112 (Hadley) ARB’s Role in Identifying Defeat Devices Chapter 117

Recognizes ARB for its role in uncovering Volkswagen’s emissions control defeat devices. The measure declares support for ARB’s increasing use of real-world emissions verification testing and enhancing ARB’s penalty authority for cheating emissions tests to deter future efforts to circumvent emissions standards.

ACR 160 (Hadley) Motor Vehicle Idling Near Children Chapter 98

Encourages motorists to not idle their vehicles near places where children congregate, such as schools or parks.

AJR 29 (Chávez) Nuclear Fuel Storage Chapter 112

Urges Congress to pass the Interim Consolidated Storage Act of 2015 (H.R. 3643), and the United States Department of Energy to implement the prompt and safe relocation of spent nuclear fuel from the San Onofre Nuclear Generating Station to a licensed and regulated interim consolidated storage facility.

AJR 43 (Williams) Climate Change Chapter 168

Makes findings and declarations regarding the need for national action on climate change and the benefits of a national carbon tax. The resolution urges the United States Congress to adopt a national carbon tax, with proceeds being returned to middle-income and low-income Americans.

SENATE BILLS

SB 1 (Gaines, T.) Fuels under Cap-and-Trade Dead

Would have removed fuel providers from the Cap-and-Trade program beginning January 1, 2015 and delayed their inclusion in the program until January 1, 2025. *Died without a hearing in the Senate Environmental Quality Committee.*

SB 5 (Vidak) Fuels under Cap-and-Trade Dead

Would have removed fuel providers from the Cap-and-Trade program beginning January 1, 2015 through December 31, 2020. *Failed passage in the Senate Environmental Quality Committee.*

SB 20 (Pavley) Low Carbon Fuels Council Dead

Would have created the Low Carbon Fuels Council and required the Council to facilitate greater interagency cooperation and communication on policy and investments in low carbon fuels, identify and evaluate gaps in existing low carbon fuel programs and policies, and accelerate the development of in-State low carbon fuel production. The bill would have specified that the Low Carbon Fuels Council comprise six members or their designees: the Chair of CEC, the Chair of ARB, the Director of GO-Biz, and three members appointed by the Chair of CEC, who would serve as Chair of the Council. The bill would have set specified requirements for membership and operation of the Council. *Died on the Assembly Inactive File.*

SB 32 (Pavley) 2030 GHG Reduction Targets Chapter 249

Requires ARB to ensure that in exercising its authority under the Global Warming Solutions Act of 2006 (AB 32), ARB reduces statewide GHG emissions to at least 40 percent below the statewide GHG emissions limit no later than December 31, 2030.

SB 39 (Pavley) HOV Lane Stickers Dead

Would have increased, from 70,000 to 85,000, the number of green stickers that DMV may issue to TZEVs (e.g., plug-in hybrid EVs such as the Chevrolet Volt). Vehicles bearing these stickers are exempt from minimum occupancy restrictions in HOV lanes, and they may receive free or reduced passage in HOT lanes. This increase in stickers was codified in AB 95 (Budget, Chapter 12, Statutes of 2015). *Died without a hearing in the Assembly Transportation Committee.*

SB 40 (Gaines, T.) CVRP Dead

Would have excluded qualifying battery-EVs with a manufacturer's suggested retail price greater than \$40,000 from CVRP, and would have set the CVRP rebate amount for this vehicle category at \$3,500, subject to availability of funds. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 47 (Hill) Health Impacts of Synthetic Turf Dead

Would have required schools or local governments to gather information on alternatives before installing a new artificial turf field containing crumb rubber infill at a school or park until January 1, 2020, among other related provisions. *Failed passage in the Senate Education Committee.*

SB 59 (Knight) HOV Lanes Dead

This was a spot bill relating to HOV lanes. *Held in the Senate Rules Committee.*

SB 62 (Hill) CPUC Safety Advocate Chapter 806

Codifies the Office of Safety Advocate within CPUC, until January 1, 2020, to advocate for the continuous, cost-effective improvement of the safety management and safety performance of public utilities.

SB 63 (Hall) Seaport Infrastructure Financing Districts Chapter 793

Authorizes cities and counties to establish seaport infrastructure financing districts and, among other things, expands the statutory definition of “port or harbor infrastructure” to include any capital improvement that improves environmental quality, if the improvement’s primary or predominant use directly benefits a port or harbor. In addition, the bill adds “port or harbor infrastructure” to the existing statutory list of public capital facilities that an enhanced infrastructure financing district can finance.

SB 64 (Liu) California Transportation Plan Chapter 711

Requires CTC to review recommendations in Caltrans’ update to the California Transportation Plan, starting in 2015. Based on this review, CTC must prepare specific, action-oriented recommendations for improving the transportation system and submit a report to the Legislature and Governor by December 31, 2016 and every five years thereafter.

SB 122 (Jackson) CEQA: Record of Proceedings Chapter 476

Requires the Office of Planning and Research to implement an online public database of all CEQA-required environmental documents and notices, and submit a report to the Legislature describing implementation of the database. The bill also authorizes a CEQA lead agency, upon request of the project applicant, to prepare the record of proceeding concurrently with the administrative process, stipulates various tasks and deadlines for the lead agency, and requires the applicant to pay the lead agency's costs for preparing the record of proceedings.

SB 155 (Hertzberg) CAISO Regional Organization Dead

Would have authorized CAISO to enter into a multistate entity or regional organization upon approval by CAISO’s governing board at a duly noticed public meeting. *Held in the Senate Rules Committee.*

SB 156 (Huff) CEC Membership Dead

This spot bill would have made a technical, non-substantive revision to law establishing CEC as a body consisting of five members appointed by the Governor. *Held in the Senate Rules Committee.*

SB 158 (Huff) Transportation Project Lease Agreements Dead

Would have authorized Caltrans or a regional transportation agency to enter into a comprehensive development lease agreement for a proposed transportation project on the State highway system on or after January 1, 2017, if a draft environmental impact statement or draft EIR for the project was released by the department for public comment in March 2015. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 167 (Gaines, T.) AB 32 Spot Bill N/A

This was a spot bill related to AB 32. *Amended to deal with unmanned aircraft.*

SB 180 (Jackson) Power Plant GHG Emissions Dead

Would have sought to limit power plant GHG emissions by requiring CPUC and CEC, in consultation with ARB, to establish GHG emissions standards for “nonpeaking” and “peaking” generation by June 30, 2017. These standards would have replaced the current GHG emissions performance standards that apply to baseload generation. *Held on suspense in the Senate Appropriations Committee.*

SB 189 (Hueso) Economic Jobs Growth Blue Ribbon Committee Dead

Would have created the Clean Energy and Low-Carbon Economic and Jobs Growth Blue Ribbon Committee within CalEPA to advise State agencies, including ARB, on the most effective ways to expend clean energy and GHG-related funds and implement policies in order to maximize California’s economic and employment benefits. *Held on suspense in the Assembly Appropriations Committee.*

SB 194 (Cannella) HOV Lanes Dead

This was a spot bill relating to HOV lanes. *Held in the Senate Rules Committee.*

SB 206 (Gaines, T.) Vehicle OBD Systems Dead

Would have prohibited ARB from obtaining locational data from a motor vehicle on-board diagnostic (OBD) information system, as defined, except to assist the vehicle

owner as a defense against an ARB enforcement action. *Held on suspense in the Senate Appropriations Committee.*

SB 207 (Wieckowski) GGRF: Expenditure Records Dead

Would have required each State agency's proposed expenditure record for GGRF to be posted on both the State agency's website and ARB's website, prior to expending GGRF monies. *Died without a hearing in the Assembly Natural Resources Committee.*

SB 215 (Leno) CPUC Reforms Chapter 807

Proposes a suite of reforms to the rules, operations, and procedures of CPUC pertaining to ex parte communications and the process for disqualifying commissioners from a proceeding.

SB 233 (Hertzberg) Environmental Impacts of Rigs-to-Reefs Dead

Would have revised requirements of an existing program governing the partial removal of offshore oil structures, including adding air quality and GHG impacts to the criteria for determining the net environmental benefit of partial removal of the oil rig versus complete removal. *Held on suspense in the Assembly Appropriations Committee.*

SB 240 (Stone) CEQA: Renewable Energy Exemption Dead

This bill would have exempted from CEQA specified renewable energy projects of limited duration on disturbed land, as defined, that meet certain requirements. *Failed passage in the Senate Environmental Quality Committee and was granted reconsideration.*

SB 241 (Bates) Neighborhood EVs Chapter 156

Extends to January 1, 2020, the date by which Orange County must submit a report to the Legislature if the County adopts a neighborhood electric vehicle (NEV) transportation plan for the Ranch Plan Planned Community. The bill also increases the allowable speed under the Plan for Class III NEV routes (those allowing shared use by NEVs and conventional vehicles) from 25 miles per hour to 35 miles per hour.

SB 248 (Pavley) Oil and Gas Dead

Would have required DOGGR to review and update its injection well regulations and data management practices by January 1, 2018. The bill also would have required injection wells existing as of December 31, 2017 to be brought into compliance with the new regulations by January 1, 2010, would have required injection wells subject to DOGGR's April 2015 emergency regulations to meet the compliance schedule in the those regulations or immediately cease injection operations, and would have required reporting to include injection fluid composition. *Held on suspense in the Assembly Appropriations Committee.*

SB 262 (Galgiani) Drone Use by Law Enforcement Dead

Would have permitted a law enforcement agency to use a drone if the agency complies with constitutional protections against unreasonable searches, federal law regarding drones, and State law regarding law enforcement’s use of surveillance technology on a drone, among other conditions. The bill would have prohibited a law enforcement agency from using a drone to conduct surveillance of private property unless the agency has obtained a search warrant, the agency is granted written consent to the private property, or an exigent circumstance exists. The bill also would have defined “law enforcement” as the police or sheriff’s department of a city, county, or city and county. *Died without a hearing in the Senate Judiciary Committee.*

SB 281 (Stone) Salary Limitation for Board Members Dead

Would have set the salary for specified nonelected board members and commissioners appointed on or after January 1, 2016, including ARB board members, at \$12,000 per year. *Died without a vote in the Senate Governmental Organization Committee.*

SB 286 (Hertzberg) Direct Access to Electricity Dead

Would have required CPUC to allow individual retail nonresidential end-use customers to contract directly for their electricity supplies, also known as direct access. *Held on suspense in the Assembly Appropriations Committee.*

SB 360 (Cannella) Biomethane Dead

Would have authorized CPUC to consider providing all gas corporations the option to engage in competitive bidding and direct investment in biomethane collection equipment financed by ratepayers. The bill also would have required that any ratepayer-financed processes CPUC authorized take into account the value of the collected biomethane delivered to ratepayers and seek to return equivalent value to ratepayers over the life of any authorized project. *Died without a hearing in the Senate Energy, Utilities and Communications Committee.*

SB 367 (Wolk) GGRF: Healthy Soils Dead

Would have authorized the environmental farming program overseen by CDFA to provide incentives for projects that promote reduced on-farm GHG emissions or increased carbon storage in agricultural soils and woody biomass, in addition to other specified environmental benefits. The bill would have made \$25 million of GGRF monies available, upon appropriation, to CDFA for these projects. The bill also would have expanded the membership of the Department’s Environmental Farming Science Advisory Panel and increased the scope of their duties to include climate change. In addition, the bill would have required 2 percent of the 20 percent of annual proceeds continuously appropriated to SGC to be expended for agricultural land protection. *Held on suspense in the Assembly Appropriations Committee.*

SB 380 (Pavley) Natural Gas Storage Moratorium Chapter 14

Requires DOGGR to continue the prohibition against Southern California Gas Company injecting any natural gas into the Aliso Canyon natural gas storage facility until the Southern California Gas Company completes a comprehensive review of the safety of the gas storage wells at the facility. DOGGR must determine that well integrity has been ensured by the review; that any risks of failure identified in the review have been addressed; that the supervisor's duty to prevent damage to life, health, property, and natural resources, and other requirements is satisfied; and that CPUC has concurred via letter with the safety determination.

SB 389 (Berryhill) CEQA: Sustainable Environmental Protection Act Dead

Would have enacted the Sustainable Environmental Protection Act and specified the required environmental review pursuant to CEQA for projects related to specified environmental topic areas. The bill also would have prevented a CEQA lawsuit alleging CEQA deficiencies in any resource area for which the lead agency identifies other listed stand-alone environmental laws to which the project would be subject. In addition, the bill would have prevented a CEQA lawsuit alleging CEQA deficiencies in the environmental analysis for any project that conforms to a land use plan or was included in any one of a range of planning-level documents. This bill was identical to AB 1398. *Failed passage in the Senate Environmental Quality Committee.*

SB 398 (Leyva) Green Assistance Program Dead

Would have established the Green Assistance Program, administered by CalEPA, to provide outreach and technical assistance to small businesses, small nonprofits, and DACs in applying for GGRF monies. *Held on suspense in the Assembly Appropriations Committee.*

SB 400 (Lara) GGRF: High-Speed Rail GHG Mitigation Dead

Would have required the High-Speed Rail Authority to allocate at least 25 percent of its continuously appropriated GGRF monies to projects that either reduce or offset GHG emissions directly associated with the construction of the high-speed rail project and provide a co-benefit of improved air quality. The bill would have required that priority be given to measures and projects in communities located in extreme nonattainment areas. *Held on suspense in the Assembly Appropriations Committee.*

SB 427 (Fuller) RPS Dead

This spot bill would have made a technical, non-substantive revision to the RPS. *Held in the Senate Rules Committee.*

SB 433 (Berryhill) Gasoline and Diesel Tax Rates Dead

Would have required the Department of Finance, rather than the Board of Equalization, to annually calculate and adjust the gasoline and diesel tax rates from January 1, 2016 to June 30, 2021. The bill would have required the Department of Finance to notify the Board of Equalization of the calculated rates by May 15, 2016 and every year thereafter. *Held on suspense in the Assembly Revenue and Taxation Committee.*

SB 449 (Nielsen) Queue Callback for State Agency Phone Lines Dead

Would have required that any contract for the acquisition of telecommunications services for a State agency provide for a queue callback feature that allows the public calling the State agency to be offered the option of receiving a call back from the State agency. *Held on suspense in the Senate Appropriations Committee.*

SB 454 (Allen, B.) Oil and Gas Exempted Aquifer Dead

Would have prohibited DOGGR from submitting a proposal for an aquifer exemption to the United States Environmental Protection Agency unless DOGGR and SWRCB concur in writing that the aquifer meets specified requirements. *Died on the Senate Inactive File.*

SB 471 (Pavley) GGRF: Water, Energy, and GHG Emissions Dead

Would have required CEC, in cooperation with ARB, DWR, CPUC, and SWRCB, to conduct a study of water-related energy use in California and would have required SWRCB, in cooperation with the same agencies, to establish a grant and loan program for water and energy projects that result in the net reduction of water-related GHG emissions. The bill also would have authorized the Legislature to appropriate money for the program from the GGRF. *Held on suspense in the Assembly Appropriations Committee.*

SB 480 (Pan) Taxation of Qualified Heavy Equipment Dead

Would have imposed a 0.75 percent tax on a renter of qualified heavy equipment in lieu of business personal property tax and required the Board of Equalization to administer the proposed tax. *Held on suspense in the Senate Appropriations Committee.*

SB 506 (Fuller) AB 32 Scoping Plan N/A

Would have required ARB to consider the environmental benefits of renewable electrical generation facilities in the AB 32 Scoping Plan. *Amended to deal with the economic development of the military and aerospace industry.*

SB 512 (Hill) CPUC Reforms Chapter 808

Proposes a suite of reforms to the operations and governance of CPUC, including allowing intervenor compensation for certain local governments, requiring specified information to

be available to the public, requiring specified reporting by CPUC regarding the timeliness of proceedings, applying the Code of Ethics from the Administrative Procedures Act to administrative law judges, and others.

SB 523 (McGuire) GGRF: School Bus Replacement Dead

Would have established the School Bus Replacement for Small and Disadvantaged Communities Grant Program with an annual appropriation of \$5 million in GGRF monies. *Died without a hearing in the Senate Environmental Quality Committee.*

SB 544 (Lara) AB 32 Scoping Plan Spot Bill Dead

This was a spot bill related to the requirement for ARB to develop and update the AB 32 Scoping Plan. *Held in the Senate Rules Committee.*

SB 550 (Hertzberg) Net Energy Metering Dead

Would have specified the methodology publicly owned electric utilities would have used to calculate the participation cap on net energy metering programs. The bill also would have required CEC to post on its website information related to the participation progress made in meeting the program cap. *Held on suspense in the Senate Appropriations Committee.*

SB 551 (Wolk) Water and Energy Efficiency Dead

Would have established a State policy that water use and water treatment operate in a manner that is as energy efficient as feasible, and that energy use and generation operate in a manner that is as water efficient as feasible. The bill would have defined “feasible” as meaning capable of being accomplished successfully and within a reasonable period of time, accounting for lifecycle analysis, cost-effectiveness, and consistency with other existing conditions and technological factors. *Held on suspense in the Assembly Appropriations Committee.*

SB 573 (Pan) Statewide Open Data Portal Dead

Would have required the Governor to appoint a State Chief Data Officer, subject to Senate confirmation, by July 1, 2016. The bill would have required the Chief Data Officer to create a statewide open data portal, publish a listing of all data that may be provided to the public, create a statewide data roadmap and guidelines for State agencies creating and publishing a data inventory, publish a progress report for open data within the State, ensure that at least 150 data sets are published on the open data portal, and create an open data working group. The bill also would have required State agencies to provide a data set inventory to the Chief Data Officer and publish the inventory on the State’s open data portal. State agencies identified by the Chief Data Officer would have been required to appoint a data coordinator to be responsible for compliance with the bill. *Held on suspense in the Assembly Appropriations Committee.*

SB 578 (Block) EV Charging Station Tax Credits Dead

Would have enacted a tax credit equal to 30 percent of the cost for taxpayers purchasing any depreciable Level 2 or direct current fast charging EV station placed in service on or after January 1, 2016, not to exceed \$30,000 per year per taxpayer. The bill would have required the Franchise Tax Board to develop regulations necessary to implement the credit. *Held on suspense in the Senate Appropriations Committee.*

SB 581 (Cannella) Public Contracts Dead

Would have expanded, for purposes of the payment of prevailing wages, the definition of “public works” to also include any construction or alteration, among others, done under contract and related to the construction or maintenance of solar photovoltaic energy generating capacity. *Died without a hearing in the Senate Labor and Industrial Relations Committee.*

SB 584 (Nguyen) CEQA: Park Resurfacing Exemption Dead

Would have exempted from the requirements of CEQA a project resurfacing a city or county park, including artificial turf installation, as specified. *Died without a hearing in the Senate Environmental Quality Committee.*

SB 627 (Galgiani) Income Tax Credit for Commuting Miles Dead

Would have allowed a tax credit, based on an unspecified formula and the total number of the taxpayer’s commuting miles, for a taxable year beginning on or after January 1, 2015. *Died without a hearing in the Senate Governance and Finance Committee.*

SB 680 (Wieckowski) Motor Vehicle Sales Tax Exemption N/A

Would have exempted purchases of new automobiles and accessories from State and local sales tax if they were sold to a person for permanent use outside California and met specified eligibility requirements. The bill would have taken effect immediately as a tax levy. *Amended to deal with the sale and use of State real property in the city of Santa Clara.*

SB 687 (Allen, B.) Renewable Gas Standard Dead

Would have required ARB, by June 30, 2017 and in consultation with CEC and CPUC, to adopt a carbon-based renewable gas standard requiring all gas sellers to provide specified percentages of renewable gas to California end-use retail customers. The bill also would have specified increasing percentages of renewable gas over time, ending with no less than 10 percent by January 1, 2030 and thereafter. This bill was similar to SB 1043 (Allen, B.). *Held on suspense in the Senate Appropriations Committee.*

SB 698 (Cannella) GGRF: Active Transportation Program Dead

Would have continuously appropriated an unspecified percentage of GGRF monies to the State Highway Account for funding school zone safety projects within the Active Transportation Program. *Died without hearing in the Senate Environmental Quality Committee.*

SB 706 (Pavley) GGRF: Alternative Fuels Dead

Would have added the in-State production of alternative fuels with low carbon intensity from new and existing facilities using sustainable feedstock to the list of project categories eligible for funding from the GGRF. *Held on suspense in the Senate Appropriations Committee.*

SB 723 (Pavley) Military Facility Energy Efficiency Dead

Would have required CPUC, in consultation with CEC and the United States Armed Forces, to authorize a pilot program designed to evaluate the effects of using an alternative baseline energy efficiency methodology at United States Armed Forces bases and facilities. In addition, the bill would have required CPUC to approve financial incentives for energy efficiency measures implemented at Armed Forces facilities pursuant to the pilot program, which would have sunset January 1, 2020. *Held on suspense in the Senate Appropriations Committee.*

SB 724 (Berryhill) CA Consumer Power & Conservation Financing Dead

This spot bill would have made a technical, non-substantive revision to the intent language for the California Consumer Power and Conservation Financing Authority Act. *Held in the Senate Rules Committee.*

SB 728 (Morrell) RPS Economic Evaluation Dead

Would have required CPUC to evaluate through a public process, the economic costs and benefits to the California economy, including costs and benefits to low- and middle-income individuals and families and DACs, before it raises the renewable energy procurement requirements beyond 33 percent. *Held on suspense in the Senate Appropriations Committee.*

SB 734 (Galgiani) CEQA: Environmental Leadership Act Chapter 210

Extends The Jobs and Economic Improvement Through Environmental Leadership Act, giving the Governor until January 1, 2018 to certify projects and the lead agency until January 1, 2019 to approve a certified project, which requires a determination by ARB of whether the project will increase GHG emissions. The bill contains other minor amendments to the Act.

SB 742 (Hertzberg) State Agency Solid Waste Diversion Dead

Would have required each State agency and each large State facility to divert at least 60 percent of all solid waste from landfill disposal or transformation facilities, through source reduction, recycling, and composting activities, by 2018. *Held on suspense in the Senate Appropriations Committee.*

SB 760 (Mendoza) GGRF: DAC Enhancement Act N/A

Would have established the Disadvantaged Community Enhancement Act and created a program under SGC to provide grants supported by GGRF monies to facilitate projects for community enhancement improvements that provide multiple benefits to DACs. *Amended to deal with urban greening.*

SB 765 (Wolk) Energy Efficiency Administrator Dead

Would have required CPUC to contract with an independent entity to serve as the California Market Transformation Administrator (CalMTA) to ensure that prudent investments in energy efficiency are made, produce cost-effective energy savings, reduce customer demand, and support the State's GHG emissions reduction goals. The bill also would have required CPUC to require CalMTA to work in concert with other energy efficiency administrators that are carrying out energy efficiency activities under CPUC's oversight to incorporate long-term market transformation strategies into the State's energy efficiency portfolio. *Held on suspense in the Assembly Appropriations Committee.*

SB 767 (De León) Transportation Transactions & Use Tax Chapter 580

Authorizes LACMTA to impose an additional countywide 0.5 percent transaction and use tax, for as long as the existing 0.5 percent tax is in effect, and a maximum 1 percent transactions and use tax thereafter, for a period of time determined by LACMTA, under specified conditions. The tax will fund specified transportation-related projects and programs and is exempt from the countywide 2 percent Transactions and Use Tax Law limits.

SB 773 (Allen, B.) Vehicle Registration Fraud Study Chapter 776

Requests the University of California to study the scope of unregistered motor vehicles operating in California, including the impact on State air quality, loss of revenue from unregistered vehicles, and strategies to increase compliance with registration requirements. Study findings are to be posted on the internet by January 1, 2018.

SB 786 (Allen, B.) Advanced Technology Parking Incentive Report N/A

Would have required the Department of General Services to include information on developing and implementing advanced technology parking incentive programs in its annual report to the Governor and Legislature on transitioning the State fleet from petroleum fuels to alternative fuels. *Amended to deal with adult education block grant programs.*

SB 824 (Beall) GGRF: LCTOP Chapter 479

Modifies the Low Carbon Transportation Operations Program (LCTOP) to give transit agencies more flexibility, which includes allowing a project to either expand transit or increase mode share and allowing agencies to accumulate funds for four years, transfer funds to another agency, spend funds on the same project for multiple years if GHG emission reductions can be demonstrated, and spend other funds in anticipation of program reimbursement when funds become available.

SB 835 (SEN B&FR) 2016 Budget Trailer Bill: State Government Chapter 344

Makes the necessary statutory changes to implement the State government-related provisions of the 2016 Budget Act. Of interest to ARB, the bill repealed the provision in SB 839 (SEN B&FR) that provided a mechanism for ARB to receive monies from private entities to facilitate the processing of applications, resolutions, and executive orders approving aftermarket motor vehicle parts.

SB 838 (SEN B&FR) 2016 Budget Trailer Bill: Transportation Chapter 339

Makes the necessary statutory changes to implement the transportation-related provisions of the 2016 Budget Act. Of interest to ARB, the bill eliminates the cap on the number of green stickers DMV may issue to qualifying TZEVs (i.e., plug-in hybrid EVs such as the Chevrolet Volt). Vehicles bearing these stickers are exempt from occupancy requirements when using HOV lanes and, where allowed, HOT lanes. The bill requires Caltrans to report to the Legislature by December 1, 2017 on the degradation status of HOV lanes in the State highway system.

SB 839 (SEN B&FR) 2016 Budget Trailer Bill: Resources Chapter 340

Makes the necessary statutory changes to implement the natural resources-related provisions of the 2016 Budget Act. Of interest to ARB, the bill requires a representative from each CalEPA board, department, and office, including ARB, to actively participate in CalEPA’s cross-media enforcement unit, with a focus on prioritizing and coordinating enforcement and compliance activities in DACs. In addition, the bill requires ARB, in consultation with CEC, to develop a model of fugitive and vented methane emissions from natural gas infrastructure and establishes requirements for that model. Although the bill provided a mechanism for ARB to receive monies from private entities to facilitate the processing of applications, resolutions, and executive orders approving aftermarket motor vehicle parts, this provision was repealed by SB 835 (SEN B&FR).

SB 840 (SEN B&FR) 2016 Budget Trailer Bill: Energy Chapter 341

Makes the necessary statutory changes to implement the energy-related provisions of the 2016 Budget Act. Of interest to ARB, the bill allows ARB to use monies from charges assessed on oil and gas operators and owners to support air quality activities related to oil and gas operations. The bill also requests the California Council on Science and Technology to conduct a study on the minimum heating value and maximum siloxane

levels for biomethane injected into common carrier gas pipelines, which currently pose barriers to the use of biomethane in California. The heating value and siloxane level study language in this bill is substantially similar to AB 2773 (Quirk).

SB 859 (SEN B&FR) 2016 Budget Trailer Bill: GGRF Chapter 368

Makes the necessary statutory changes to implement the \$900 million in GGRF monies that AB 1613 appropriates as part of the 2016 Budget Act. Of interest to ARB, SB 859:

- Restricts income eligibility and increases rebate amounts for lower-income consumers under CVRP.
- Updates CDFA’s Dairy Digester Research and Development Program by expanding the project types that may be funded and strengthening protections against air pollution and other potential negative impacts associated with dairy digester facilities.
- Establishes the Healthy Soils Program to be administered by CDFA.
- Expands the scope of the Scientific Advisory Panel on Environmental Farming, allowing the Panel to provide the scientific knowledge and technical expertise needed to guide the State Healthy Soils Program and Water Efficiency and Enhancement Program.
- Establishes the Urban Greening Program to be administered by the Natural Resources Agency to enhance carbon sequestration and provide multiple benefits to residents, especially those living in DACs.
- Provides guidance for the Healthy Forest Program administered by CalFire, including pest and diseased tree removal.
- Requires retail sellers of electricity and publicly owned utilities to procure their proportionate share of power generated using forest biomass, thereby providing a means for recycling forest waste into renewable energy, while also decreasing potential fuel for wildfires.
- Requires ARB to develop a GHG emissions inventory for natural and working lands, which is intended to increase the State’s ability to quantify and understand GHG emissions changes in that sector, and to complete a standardized accounting framework for forests that supports statewide GHG emissions reduction goals and investments of GGRF monies.

SB 886 (Pavley) Energy Storage Dead

Would have required CPUC to require each electrical corporation to offer time-of-use pricing or dynamic pricing to customers using energy storage at their premises. *Held on suspense in the Assembly Appropriations Committee.*

SB 887 (Pavley) Natural Gas Storage Wells Chapter 673

Sets numerous new requirements for how specified State agencies regulate natural gas storage facilities. Specifically for ARB, the bill requires ARB to develop a continuous monitoring program to detect gas leaks and the presence of natural gas emissions in the atmosphere at natural gas storage facilities. The bill also sets requirements for how DOGGR regulates natural gas storage facilities, and requires natural gas storage facility

operators to begin a mechanical testing regime to test well integrity and submit a site-specific risk management plan to identify and plan for mitigation of all hazards associated with natural gas storage wells.

SB 888 (Allen, B.) Gas Corporations Emergency Management Chapter 536

Requires CPUC to assess penalties in an amount sufficient to fully mitigate the climate impacts from the amount of methane leaked from a natural gas storage facility, as determined by ARB, and establishes requirements for the expenditure of those funds. The bill also requires that penalties assessed for the Aliso Canyon natural gas leak be expended consistent with ARB's Aliso Canyon Climate Impacts Mitigation Program. Lastly, the bill designates the Office of Emergency Services as the lead agency for emergency response to a large, ongoing natural gas leak or release from a natural gas storage facility.

SB 900 (Jackson) Coastal Hazards Vetoed

Would have required the State Lands Commission to administer, within two years, a coastal hazard removal and remediation program, as specified, upon appropriation of funding by the Legislature.

SB 901 (Bates) CEQA: Advanced Transportation Mitigation Dead

Would have created the Advanced Mitigation Program in Caltrans to implement CEQA environmental mitigation measures in advance of future transportation projects. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 919 (Hertzberg) Renewable Energy and Water Supplies Vetoed

Requires CPUC to address the oversupply of renewable energy resources through development of a tariff or other economic incentive for facilities that create or augment local water supplies.

SB 925 (Gaines, T.) ARB Jurisdiction Dead

This was a spot bill related to ARB's jurisdiction. *Held in the Senate Rules Committee.*

SB 951 (McGuire) Patriot Pass Transit Program N/A

Would have established a program administered by Caltrans to provide transit passes for veterans. Earlier versions of the bill were funded with GGRF monies. *Amended to appropriate General Fund monies instead of GGRF monies and held in the Senate Appropriations Committee.*

SB 968 (Monning) Diablo Canyon Closure Impact Chapter 674

Requires an assessment of the regional economic effect that would result from temporary or permanent closure of the Diablo Canyon Nuclear Power Plant before or when its current operating licenses expire. The assessment shall include potential mitigations.

SB 970 (Leyva) GGRF: Organics Grant Program. Chapter 365

Requires CalRecycle to consider specified factors when evaluating a proposed organics composting or anaerobic digestion project for a grant award under its Organics Grant Program. To the degree that funds are available, the bill allows CalRecycle to make larger awards for large-scale, regional integrated projects that provide cost-effective organic waste diversion and maximize environmental benefits.

SB 993 (Fuller) Renewable Energy Dead

This spot bill would have made non-substantive changes to the authorization for an electrical corporation to apply to CPUC for approval to construct, own, and operate an eligible renewable energy resource. *Held in the Senate Rules Committee.*

SB 1000 (Leyva) General Plan Safety & EJ Chapter 587

Requires a city's or county's general plan to incorporate an EJ element that identifies DACs and identifies policies that reduce the unique or compounded health risks in DACs, promote civil engagement in the public decisionmaking process, and prioritize improvements and programs that address the needs of DACs, among other things.

SB 1017 (Hill) CPUC Availability of Documents Dead

Would have modified statutes that limit public access to documents supplied to CPUC by a public utility, a subsidiary, an affiliate, or a corporation holding a controlling interest in a public utility. *Failed passage on the Assembly Floor.*

SB 1030 (McGuire) Sonoma Climate Protection Authority Chapter 151

Removes the sunset on the statute creating the Sonoma County Regional Climate Protection Authority.

SB 1043 (Allen, B.) Biogas and Biomethane Dead

Would have required ARB to consider and adopt policies to significantly increase the sustainable production and use of biogas. The bill also would have changed the definitions of "biogas" and "biomethane" and added a new definition for "organic waste" under the landfill gas pipeline statute from AB 1900 to clarify that the definitions extend beyond pipeline injection and do not affect CPUC's biomethane injection pipeline standards. In addition, the bill would have required ARB to develop and adopt a life-cycle

accounting method for GHG emissions and short-lived climate pollutant emissions associated with biogas produced from forest biomass. *Held on suspense in the Senate Appropriations Committee.*

SB 1074 (Hueso) Geothermal Projects Chapter 539

Allocates, in fiscal year 2016-17, \$2.5 million of the funds appropriated to CEC from the Federal Trust Fund to certain projects that recover beneficial minerals from highly mineralized geothermal brines.

SB 1128 (Glazer) Bay Area Commuter Benefits Program Chapter 483

Removes the sunset date on the Bay Area Commuter Benefits Program, thus allowing the Metropolitan Transportation Commission and Bay Area Air Quality Management District to continue a commute benefit ordinance that requires certain San Francisco Bay Area employers to offer alternative-commute benefits to their employees.

SB 1140 (Moorlach) Legislature and Operation of Statutes Dead

Would have required the repeal of any statute that authorizes an executive agency to promulgate regulations, or that gives a new duty or power to an executive agency, two years after it becomes effective, unless the Legislature amends the statute prior to its repeal. The bill would not have applied to constitutionally created agencies or statutes passed in response to an emergency, as defined. *Failed passage in the Senate Governmental Organization Committee.*

SB 1153 (Cannella) AB 32 Scoping Plan: Biomethane Dead

Would have required ARB, in consultation with specified and other relevant State entities, to provide a comprehensive overview of State efforts to encourage the development of in-State biomethane and renewable natural gas as part of the update to the Scoping Plan, and would have specified the required components of the assessment. *Held on suspense in the Senate Appropriations Committee.*

SB 1161 (Allen, B.) Statute of Limitation Dead

Would have extended the statute of limitation by four years after January 1, 2017, for the attorney general or a district attorney to bring action against a business or organization that has directly or indirectly engaged in unfair competition with respect to scientific evidence regarding climate change. *Died on the Senate Inactive File.*

SB 1176 (Galgiani) Small Business Contracts and Definition Vetoed

Would have revised the definitions for “small business” and “microbusiness” in the Small Business Procurement and Contract Act, which establishes preferences for small business bids on State contracts. The bill would have increased the maximum average annual gross receipts from \$10 million to \$15 million in the small business definition and from

\$2.5 million to \$5 million in the microbusiness definition. The bill also would have created a small business definition specific to public works contracts that required a business to be independently owned and operated and not dominant in its field of operation, have a principal office located in California, have officers that are domiciled in California, have 200 or fewer employees, and have maximum average annual gross receipts of \$25 million.

SB 1206 (Morrell) Natural Gas Pipeline Safety Dead

This spot bill would have made non-substantive changes to the compatible emergency response standards requirements of the Natural Gas Pipeline Safety Act of 2011. *Held in the Senate Rules Committee.*

SB 1207 (Hueso) Energy Conservation Assistance Account Chapter 675

Extends by 10 years the sunset on CEC’s Energy Conservation Assistance Account program and authorizes CEC to pledge its loan portfolio to secure the bonds issued by the California Infrastructure and Economic Development Bank.

SB 1213 (Wieckowski) GGRF: Anaerobic Digestion of Biosolids Dead

Would have required CEC to develop and implement the Biosolids to Clean Energy Grant Program to provide 50 percent matching funds to local wastewater agencies for biosolids to clean energy capital projects. Beginning in the 2016-17 fiscal year, the bill would have continuously appropriated \$20 million from the GGRF annually to CEC for the Program. *Held on suspense in the Senate Appropriations Committee.*

SB 1216 (Hueso) Trade Corridor Improvement Fund Dead

Would have required that federal funds provided to the State through the federal National Highway Freight Program be appropriated to TCIF and allocated by CTC to eligible projects according only to guidelines as adopted by the Commission in November 2007. The bill also would have required CTC to consult the California Sustainable Freight Action Plan, among other planning documents, when funding projects with monies other than those provided by the National Highway Freight Program. *Held in the Assembly Rules Committee.*

SB 1219 (Hancock) Small Business Procurement and Contracts Vetoed

Would have provided a procurement preference for “employment social enterprises,” which are California-based social purpose corporations that hire individuals who face multiple barriers to employment, among other requirements. The bill would have updated the “small business” definition in the Small Business Procurement and Contract Act by increasing the threshold for average annual receipts from \$10 million to \$15 million dollars. The bill also would have defined “small business” for purposes of public works contracts as independently owned and operated and not dominant in its field of operation,

having the principal office and officers located in California, and, together with its affiliates, having 200 or fewer employees and average annual gross receipts of no more than \$25 million over the previous three years.

SB 1222 (Hertzberg) CPUC Reports and Financing Orders Chapter 842

Makes various changes to the authorities of CPUC, including extending the sunset date on CPUC's authority to refinance the costs of electric deregulation and deleting reports CPUC is required to submit to the Legislature.

SB 1228 (Runner) Small Business Regulatory Fairness Act Dead

Would have established the Small Business Regulatory Fairness Act, which requires a State agency to establish a policy before 2018 for reducing civil penalties for small businesses and to assist small businesses with compliance, an enforcement order, and participation in the rulemaking process. The bill would have allowed a court to grant equitable relief to a small business from a final order of a State agency in the interest of justice when administrative remedies are exhausted. In doing so, the bill would have mandated that the court consider mitigating factors such as previous violations, willful or criminal conduct, imminent threat, ability to pay, and culpability. The bill also would have allowed a small business to seek judicial review and a stay of a State agency's order before exhausting administrative remedies if the small business would suffer irreparable harm or the State agency has not established the policy for reducing civil penalties for small businesses. *Held on suspense in the Senate Appropriations Committee.*

SB 1237 (Bates) Regulations Dead

This was a spot bill related to the review of adopted regulations by the Office of Administrative Law. *Held in the Senate Rules Committee.*

SB 1239 (Gaines, T.) Smog Check Exemptions Dead

Would have exempted, until January 1, 2019, 1976 to 1980 model year vehicles from the biennial Motor Vehicle Inspection and Maintenance Program (i.e., Smog Check) if the owner submits proof of insurance as a collector motor vehicle. *Died on the Senate Inactive File.*

SB 1260 (Allen, B.) Zinc in Motor Vehicle Tires N/A

Would have, on or after January 1 of an unspecified year, prohibited manufacturers, as defined, from selling or offering for sale on-road motor vehicle tires, or motor vehicles with those tires, if the tires contained zinc in excess of an unspecified percentage by weight, including provisions to delay and enforce the prohibition. *Amended to deal with municipal stormwater systems.*

SB 1277 (Hancock) CEQA: Coal Shipments and Supplemental EIR Dead

Would have required a public agency with discretionary authority over a project that is necessary for, and directly related to, the use of the Bulk and Oversized Terminal in the City of Oakland for the shipment of coal, to prepare or cause to be prepared, a supplemental Environmental Impact Report (EIR) to consider and mitigate the impact of shipping coal through the terminal. *Held on suspense in the Assembly Appropriations Committee.*

SB 1278 (Hancock) CEQA: Port of Oakland Coal Shipments Dead

Would have required every public agency with discretionary approval of any portion of a project relating to the shipment of coal through the Port of Oakland to prepare, or cause to be prepared, an EIR. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 1279 (Hancock) Funding Prohibition for Coal Shipments Chapter 215

Prohibits CTC from programming or allocating any State funds under its jurisdiction for any project at a port facility that is located in or adjacent to one or more identified DAC and that exports or proposes to export coal from the State, except as specified.

SB 1280 (Hancock) CEQA: Coal Shipment Mitigations Dead

Would have prohibited a lead agency from adopting a negative declaration or mitigated negative declaration, or certifying an EIR for a project affecting the shipment of coal through a port facility that is receiving State funds from TCIF without full mitigation of the GHG emissions resulting from combustion of the coal shipped through the port facility, as determined by ARB. The bill would have required the lead agency to conduct a supplemental or subsequent environmental review to comply with the above requirements. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 1294 (Pavley) Community Climate & Drought Resilience Prog. Dead

Would have required CalEPA, in coordination with CalRecycle, ARB, SWRCB, and CDFA, to assess State programs to determine how those programs could increase the use of compost and develop recommendations for promoting the use of compost throughout the State. Prioritizing employment of underprivileged youth and other specific tasks and deadlines were described in the bill, which also required CalFire to update its urban forestry program. *Held on suspense in the Senate Appropriations Committee.*

SB 1299 (Hertzberg) RPS Renewable Energy Credits Dead

Would have created a renewable energy credit associated with the electricity generated by certain renewable energy resources, known as qualifying facilities, and would have granted ownership of the renewable energy credits to the owner of the qualifying facilities. *Held on suspense in the Senate Appropriations Committee.*

SB 1301 (Hertzberg) Clean Energy & Energy Efficiency Funding Dead

Would have authorized CPUC to require up to 25 percent of revenues, including any accrued interest, received by a gas corporation as a result of the direct allocation of GHG allowances to natural gas suppliers to be used for clean energy and energy efficiency projects or programs approved by CPUC. The bill also would have required CPUC to require each gas corporation to annually report, and post on its website, all expenditures of these revenues and the quantified reductions in GHG emissions from projects or programs funded under the bill. *Held on suspense in the Senate Appropriations Committee.*

SB 1328 (Lara) GGRF: Water Projects Vetoed

Would have authorized SWRCB to provide grants from the GGRF, upon appropriation by the Legislature, for a wide array of water projects that may result in GHG emissions reductions, with priority placed on projects in DACs and communities within one-half mile of a channelized river.

SB 1338 (Lara) ZEV Sales and Use Tax Exemptions Dead

Would have exempted from sales and use taxes, after January 1, 2017, and before January 1, 2030, the gross receipts from the sale of, and the storage, use, or other consumption of, qualified tangible personal property purchased by a qualified person, as defined, for use primarily in, at, or on a marine terminal or used primarily to maintain, repair, or test the ZEVs, with certain conditions attached. Qualified tangible personal property would have included all zero emission or near-zero emission equipment used in conjunction with the movement of goods or freight, including, but not limited to, computers, data-processing equipment, and computer software, and repair and replacement parts. The exemption would not have applied to local sales and use taxes, transactions and use taxes, and specified State taxes. *Died without hearing in the Assembly Revenue and Taxation Committee.*

SB 1350 (Wolk) GGRF: Healthy Soils Dead

Would have required that CDFA, in consultation with the Environmental Farming Scientific Advisory Panel, establish and oversee a Healthy Soils Program to provide incentives (e.g., loans and grants), educational materials, and outreach to farmers whose management practices contribute to healthy soils and result in net, long-term, on-farm GHG benefits. The bill also would have expanded the Environmental Farming Scientific Advisory Panel from five to seven members and added membership requirements, including training and field experience in on-farm management practices that reduce GHG emissions or sequester carbon, expertise in organic food production, and technical expertise in agricultural conservation planning and management. *Held on suspense in the Senate Appropriations Committee.*

SB 1363 (Monning) Ocean Acidification & Hypoxia Reduction Chapter 846

Requires the Ocean Protection Council, in consultation with the State Coastal Conservancy and other relevant entities, to establish and administer the Ocean Acidification and Hypoxia Reduction Program to achieve specified goals. Authorizes monies in the trust fund to be expended for grants or loans for projects or activities that further public purposes consistent with the Ocean Acidification and Hypoxia Reduction Program.

SB 1383 (Lara) Short-Lived Climate Pollutants Chapter 395

Requires ARB to approve and begin implementing its Short-Lived Climate Pollutant Reduction Strategy by January 1, 2018 in order to achieve a 40 percent reduction in methane, 40 percent reduction in hydrofluorocarbon gases, and 50 percent reduction in anthropogenic black carbon by 2030, relative to 2013 levels. In addition, the bill sets targets for reducing organic waste in landfills and reducing methane emissions from dairy and livestock operations, and sets requirements for ARB and relevant State agencies to meet before adopting or implementing measures to achieve those targets.

SB 1386 (Wolk) Natural and Working Lands Chapter 545

Requires all State agencies and their respective departments, boards, and commissions to consider the protection and management of natural and working lands as an important strategy in meeting the State's GHG emissions reduction goals when establishing or adopting policies, regulations, expenditures, and grant criteria related to natural and working lands. The bill requires that State agencies implement the bill in conjunction with the State's other strategies to meet its GHG emissions reduction goals, and with the intent to promote the cooperation of owners of natural and working lands.

SB 1387 (De León) South Coast AQMD Dead

Would have added three EJ members to the South Coast Air Quality Management District (AQMD) Governing Board: one member appointed by the Governor, one by the Senate Rules Committee, and one by the Speaker of the Assembly. The bill would have required the EJ boardmembers to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and EJ issues, including communities with diverse racial and ethnic populations and communities with low-income populations. The bill would have established a sunset date of January 1, 2025 for the bill's provisions regarding the EJ boardmembers. A previous version of the bill also would have specified an oversight role for ARB with respect to a local air district's market-based incentive program submitted as part of the air district's plan for attaining State and federal ambient air quality standards. If ARB determined a plan or program rule did not meet applicable requirements, ARB would need to notify the air district, revise the plan or program rule to be compliant, and approve the plan or rule within 60 days of submittal. *Failed passage on the Assembly Floor.*

SB 1393 (De León) SB 350 Clean-Up Chapter 677

Makes clarifying amendments to existing code added to statute as part of SB 350 (De León, Chapter 547, Statutes of 2015).

SB 1398 (Leyva) Public Water Systems N/A

Was a spot bill related to GGRF funding requirements for DACs. *Amended to require a public water system to compile an inventory of and provide SWRCB with a timeline for replacing lead pipes in the distribution system.*

SB 1402 (Pavley) GGRF: Low Carbon Transportation Fuel Dead

Would have created the California Low Carbon Fuels Incentive Program, administered by ARB, in conjunction with CEC. The bill would have required the program to provide incentives for the production of low carbon transportation fuels from new and existing facilities using sustainable feedstock, using funds appropriated from the GGRF. *Held on suspense in the Senate Appropriations Committee.*

SB 1405 (Pavley) ZEV Transportation Systems Dead

Would have required ARB to revise the Advanced Clean Car regulation before March 1, 2017 to include additional transportation entities, such as taxi and car rental companies, as eligible to receive transportation systems credits for deployment of zero or near-zero emission passenger vehicles, and to conduct a study to determine the feasibility and efficacy of providing grants to transit operators to subsidize cost-effective rides serving DACs using ZEVs. *Held on suspense in the Senate Appropriations Committee.*

SB 1414 (Wolk) Energy Efficiency Chapter 678

Directs CEC to approve a plan that will promote the installation of central air conditioning and heat pumps in compliance with Part 6 of Title 24 of the California Code of Regulations, and authorizes CEC to adopt regulations consistent with the approved plan. This bill also prohibits an investor-owned utility from paying out a rebate or incentive for energy efficiency upgrades unless the recipient proves closure of regulatory permitting and compliance with any requirements of the State's building standards for energy efficiency.

SB 1425 (Pavley) Water-Energy Nexus Registry Chapter 596

Requires CalEPA to oversee the development of a registry of GHG emissions resulting from the use of water, such as pumping, treatment, heating, and conveyance (known as the water-energy nexus), using the best available data. CalEPA may contract with a qualified nonprofit organization to develop the registry and provide specified related services.

SB 1430 (Pavley) Motor Vehicle Tail Pipe Emissions Dead

Would have stated the intent of the Legislature to enact legislation that would direct ARB to reassert its authority to regulate motor vehicle tail pipe emissions if the upcoming federal midterm review process on fuel economy and GHG emissions standards results in a weakening of the standards. *Held in the Senate Rules Committee.*

SB 1441 (Leno) Fugitive Methane Emissions: Rate Recovery Dead

Would have prohibited the CPUC from allowing gas corporations to recover the value of natural gas lost to the atmosphere from ratepayers, to the extent feasible. *Failed passage on the Assembly Floor.*

SB 1443 (Galgiani) AB 32 Spot Bill N/A

This was a spot bill related to AB 32. *Amended to deal with incarcerated persons.*

SB 1444 (Hertzberg) Cybersecurity Incident Response Plans Dead

Would have required State agencies that own or license computerized data that includes personal information to prepare a computerized personal information security plan that details the agency's strategy to respond to a security breach of such data and associated consequences caused by the disclosed personal information. *Died on the Senate Inactive File.*

SB 1453 (De León) Power Plant GHG Emission Performance Standard Dead

Would have eliminated an exemption in current law that allows utilities serving less than 75,000 customers to avoid compliance with the emissions performance standard, and it would have prohibited utilities from recovering from ratepayers, the cost of any capital expenditures for baseload generation that does not meet the GHG emissions performance standard established by CPUC. *Died on the Assembly Inactive File.*

SB 1464 (De León) GGRF: Three-Year Investment Plan Chapter 679

Requires the three-year Cap-and-Trade Auction Proceeds Investment Plan to assess how proposed investments interact with State regulations, policies, and programs; evaluate if and how those proposed investments could be incorporated into existing programs; and recommend metrics that would measure progress and benefits from the proposed programmatic investments.

SBX1 1 (Beall) Transportation Funding 2-Year

Creates several new funding sources and directs the revenue to the Road Maintenance and Rehabilitation Program to address deferred maintenance on State highways and local streets and roads. Of concern to ARB, the bill imposes a \$165 registration and renewal

fee on ZEVs and doubles the percentage of GGRF monies going to the Transit and Intercity Rail Capital Program (from 10 to 20 percent) and LCTOP (from 5 to 10 percent). *Awaiting a hearing in the Senate Appropriations Committee.*

SBX1 2 (Huff) GGRF 2-Year

Requires annual proceeds from the GGRF that are generated by the transportation fuels sector to be appropriated by the Legislature for transportation infrastructure, and excludes high-speed rail from receiving funding. *Failed passage in the Senate Transportation and Infrastructure Development Committee and was granted reconsideration.*

SBX1 7 (Allen, B.) Diesel Sales and Use Tax 2-Year

Increases the diesel sales tax from 1.75 percent to 5.25 percent and the diesel excise tax from 1.75 percent to 5.25 percent, and restricts the funds generated by these increases to transit capital projects or services to maintain or repair transit fleets or facilities. The bill language specifies that these provisions become operative on July 1, 2016. This bill is substantially similar to ABX1 8 (Chiu). *Awaiting a hearing in the Senate Appropriations Committee.*

SBX1 8 (Hill) GGRF: Public Transit Funding 2-Year

Increases the percentage of GGRF monies going to the Transit and Intercity Rail Capital Program from 10 to 20 percent, and to LCTOP from 5 to 10 percent. *Awaiting a hearing in the Senate Appropriations Committee.*

SBX1 11 (Berryhill) CEQA: Roadway Improvement Exemption 2-Year

Exempts a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure from CEQA provisions, if certain conditions are met, and requires certain actions, including providing notice to an affected public agency of the project's exemption. For transportation infrastructure projects included in a sustainable communities strategy or an alternative planning strategy approved by a metropolitan planning organization, for which a programmatic EIR has been certified, the court shall not stay or enjoin the construction or operation of the project in response to challenges unless certain circumstances are met. *Awaiting a hearing in the Senate Committee on Transportation and Infrastructure Development.*

SJR 10 (Stone) Federal Solar Energy Tax Credit Chapter 182

Requests that the United States Congress take immediate action to extend the federal investment tax credit for solar energy projects.

SJR 18 (Wolk) Drone Use for Agricultural Purposes Chapter 43

Resolves that the Legislature request the President of the United States and the Secretary of Transportation – more specifically the Federal Aviation Administration – to adopt emergency regulations allowing for the operation of small drones by farmers and rangeland managers prior to the Federal Aviation Administration’s finalization of regulations for small drones.

SJR 22 (Hueso) Calexico Port of Entry Chapter 102

Urges Congress to appropriate \$248 million in funding to complete Phase 2 of the Calexico West Land Port of Entry reconfiguration and expansion project in order to realize the benefits the project will have on the nation’s economy.

SJR 24 (Beall) Federal Transportation Funding Chapter 188

Urges Congress and the President of the United States to fully fund the Transportation Investment Generating Economic Recovery program at a level of \$525 million in fiscal year 2017 to provide additional critical investment in California and elsewhere, and to work together to find a long-term, sustainable funding solution to restore the lost purchasing power of the federal fuel excise tax, provide California and the rest of the nation with the resources needed to rebuild its infrastructure, invest in its people through good, well-paying jobs, and restore California’s economy.

CHAPTERED BILLS

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AB 33	(Quirk)	Long-Duration Bulk Energy Storage	Chapter 680
AB 197	(Garcia, E.)	ARB: GHGs	Chapter 250
AB 287	(Gordon)	Vehicle Safety Recalls	Chapter 682
AB 620	(Hernández, R.)	HOT Lane Exemptions	Chapter 738
AB 655	(Quirk)	Inedible Kitchen Grease Fees	Chapter 286
AB 873	(Jones)	Automotive Repair	Chapter 849
AB 1005	(Gordon)	EV Charging Infrastructure	Chapter 442
AB 1033	(Garcia, E.)	Alternative Small Business Definition	Chapter 346
AB 1103	(Dodd)	Organic Waste Transport	Chapter 443
AB 1110	(Ting)	Electricity Suppliers GHG Reporting	Chapter 656
AB 1330	(Bloom)	Demand Response/Energy Efficiency	Chapter 812
AB 1533	(ASM JED&E)	Infrastructure Financing	Chapter 383
AB 1550	(Gomez)	GGRF: DAC and Low-Income Targets	Chapter 369
AB 1592	(Bonilla)	Autonomous Vehicles Pilot Project	Chapter 814
AB 1613	(ASM Budget)	2016 Budget Act: GGRF Funding	Chapter 370
AB 1637	(Low)	Clean Distributed Generation	Chapter 658
AB 1685	(Gomez)	Mobile Source Emission Violation Penalties	Chapter 604
AB 1697	(Bonilla)	Alt. & Renewable Fuel & Vehicle Technology	Chapter 446
AB 1773	(Oberholte)	Renewable Energy	Chapter 659
AB 1813	(Frazier)	High-Speed Rail Authority Membership	Chapter 117
AB 1841	(Irwin)	Cybersecurity Incident Response	Chapter 508
AB 1858	(Santiago)	Automobile Dismantling Task Force	Chapter 449
AB 1923	(Wood)	Bioenergy Feed-In Tariff Capacity	Chapter 663
AB 1934	(Santiago)	Planning and Zoning	Chapter 747
AB 1937	(Gomez)	Electricity Procurement	Chapter 664
AB 1960	(Lackey)	Basic Inspection of Terminals Program	Chapter 748
AB 1979	(Bigelow)	Hydro Feed-In Tariff Capacity	Chapter 665
AB 2029	(Dahle)	Timber Harvesting Plan Exemptions	Chapter 563
AB 2313	(Williams)	Biomethane Project Incentives	Chapter 571
AB 2396	(McCarty)	Solid Waste Annual Reports	Chapter 466
AB 2442	(Holden)	Density Bonuses	Chapter 756
AB 2454	(Williams)	Energy Procurement Plans	Chapter 826
AB 2501	(Bloom)	Housing Density Bonuses	Chapter 758
AB 2556	(Nazarian)	Density Bonuses	Chapter 761
AB 2561	(Irwin)	Solar and Wind Thermal Systems	Chapter 669

AB 2693 (Dababneh)	Property Assessed Clean Energy Program	Chapter 618
AB 2722 (Burke)	GGRF: TCC	Chapter 371
AB 2729 (Williams)	Oil and Gas Operations	Chapter 272
AB 2756 (Thurmond)	Oil and Gas Enforcement Actions	Chapter 274
AB 2800 (Quirk)	Climate Change Infrastructure Planning	Chapter 580
AB 2812 (Gordon)	Recycling at State Agencies and Facilities	Chapter 530
AB 2853 (Gatto)	Public Record on Agency Website	Chapter 275
AB 2861 (Ting)	Distributed Generation Dispute Process	Chapter 672
AB 2868 (Gatto)	Energy Storage Systems	Chapter 681
ACR 112 (Hadley)	ARB's Role in Identifying Defeat Devices	Chapter 117
ACR 160 (Hadley)	Motor Vehicle Idling Near Children	Chapter 98
AJR 29 (Chávez)	Nuclear Fuel Storage	Chapter 112
AJR 43 (Williams)	Climate Change	Chapter 168
SB 62 (Hill)	CPUC Safety Advocate	Chapter 806
SB 63 (Hall)	Seaport Infrastructure Financing Districts	Chapter 793
SB 64 (Liu)	California Transportation Plan	Chapter 711
SB 122 (Jackson)	CEQA: Record of Proceedings	Chapter 476
SB 215 (Leno)	CPUC Reforms	Chapter 807
SB 241 (Bates)	Neighborhood EVs	Chapter 156
SB 380 (Pavley)	Natural Gas Storage Moratorium	Chapter 14
SB 512 (Hill)	CPUC Reforms	Chapter 808
SB 680 (Wieckowski)	Motor Vehicle Sales Tax Exemption	Chapter 649
SB 734 (Galgiani)	CEQA: Environmental Leadership Act	Chapter 210
SB 767 (De León)	Transportation Transactions and Use Tax	Chapter 580
SB 773 (Allen, B.)	Vehicle Registration Fraud Study	Chapter 776
SB 824 (Beall)	GGRF: LCTOP	Chapter 479
SB 835 (SEN B&FR)	2016 Budget Trailer Bill: State Government	Chapter 344
SB 838 (SEN B&FR)	2016 Budget Trailer Bill: Transportation	Chapter 339
SB 839 (SEN B&FR)	2016 Budget Trailer Bill: Resources	Chapter 340
SB 840 (SEN B&FR)	2016 Budget Trailer Bill: Energy	Chapter 341
SB 859 (SEN B&FR)	2016 Budget Trailer Bill: GGRF	Chapter 368
SB 887 (Pavley)	Natural Gas Storage Wells	Chapter 673
SB 888 (Allen, B.)	Gas Corporations Emergency Management	Chapter 536
SB 968 (Monning)	Diablo Canyon Closure Impact	Chapter 674
SB 970 (Leyva)	GGRF: Organics Grant Program	Chapter 365
SB 1000 (Leyva)	General Plans: Safety & EJ	Chapter 587
SB 1030 (McGuire)	Sonoma Climate Protection Authority	Chapter 151
SB 1074 (Hueso)	Geothermal Projects	Chapter 539

SB 1128 (Glazer)	Bay Area Commuter Benefits Program	Chapter 483
SB 1207 (Hueso)	Energy Conservation Assistance Account	Chapter 675
SB 1222 (Hertzberg)	CPUC Reports and Financing Orders	Chapter 842
SB 1260 (Allen, B.)	Zinc in Motor Vehicle Tires	Chapter 153
SB 1279 (Hancock)	Funding Prohibition for Coal Shipments	Chapter 215
SB 1363 (Monning)	Ocean Acidification & Hypoxia Reduction	Chapter 846
SB 1383 (Lara)	Short-Lived Climate Pollutants	Chapter 395
SB 1386 (Wolk)	Natural and Working Lands	Chapter 545
SB 1393 (De León)	SB 350 Clean-Up	Chapter 677
SB 1414 (Wolk)	Energy Efficiency	Chapter 678
SB 1425 (Pavley)	Water-Energy Nexus Registry	Chapter 596
SB 1464 (De León)	GGRF: Three-Year Investment Plan	Chapter 679
SJR 10 (Stone)	Federal Solar Energy Tax Credit	Chapter 182
SJR 18 (Wolk)	Drone Use for Agricultural Purposes	Chapter 43
SJR 22 (Hueso)	Calexico Port of Entry	Chapter 102
SJR 24 (Beall)	Federal Transportation Funding	Chapter 188

Note: Not all chaptered bills listed are accompanied by a signing message.

GOVERNOR'S SIGNING MESSAGES

To the Members of the California State Assembly:

I am signing Assembly Bill 2722, which creates the Transformative Climate Communities program. This program, along with other measures acted on today, further ensures that our climate policies are benefiting all Californians, especially the most disadvantaged.

Given the limited funding available for this program, the state must focus its initial investment on the communities most impacted by poverty and pollution where a substantial state investment can promote significant change.

Sincerely,

Edmund G. Brown Jr.

SB 62 (Hill)
SB 215 (Leno)
SB 512 (Hill)

CPUC Safety Advocate
CPUC Reforms
CPUC Reforms

Chapter 806
Chapter 807
Chapter 808

To the Members of the California State Senate:

Today I am signing:

Assembly Bill 2168
Senate Bill 62
Senate Bill 215
Senate Bill 512
Senate Bill 661

These bills enact some of the major reforms to the Public Utilities Commission that were a part of the comprehensive package my Administration announced earlier this year to improve safety, governance, accountability and transparency.

Unfortunately, two additional bills in the package – Assembly Bill 2903 and Senate Bill 1017 – stalled in the Legislature and did not reach my desk. These important reforms cannot wait another year. To that end, I am calling upon the Commission to use its existing authority to take immediate action to:

- Appoint an Ethics Ombudsman.
- Establish a web portal for the Public Advisor to receive public complaints and comments.
- Create a streamlined process for more quickly releasing information to the public.
- Improve coordination with other state agencies and departments.
- Increase the Commission's presence outside of San Francisco.
- Work with the California Research Bureau to study the governance of telecommunications service.

I am also directing my Administration to work with the Commission to develop a reorganization plan that:

- Transfers those duties and responsibilities of the Commission over transportation-related entities that will be better performed by other departments within the California Transportation Agency.
- Codifies the appointment of all senior executive staff who will serve at the pleasure of the Commission, including the Executive Director, the General Counsel, the Internal Auditor and the Chief Administrative Law Judge.
- Reflects and codifies the appointment of a Deputy Executive Director for Safety and Chief Internal Auditor.

In addition, my Administration will continue to work with the Legislature to enact the remaining statutory measures included in the original reform package. Together, these administrative reforms and legislative acts will bring much needed improvement to the Commission.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am signing Senate Bill 1279, which prohibits the California Transportation Commission from allocating funds for any new bulk-coal terminal in California.

I believe action on multiple fronts will be necessary to transition away from coal. In California, we're divesting from thermal coal in our state pensions, shifting to renewable energy, and last year, coal exports from California ports declined by more than one-third, from 4.65 million to 2.96 million tons. That's a positive trend we need to build on.

The city of Oakland took an important step recently by thoroughly documenting the health and safety risks and climate impacts of coal and specifically banning its shipment through the city.

Other localities should follow suit – and the state should too – to reduce and, ultimately, eliminate the shipment of coal through all California ports. That's why I'm signing SB 1279 and why I will continue to work with the Legislature on further actions to curb coal and combat climate change.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

Senate Bill 1383 reduces the emissions of super pollutants by requiring a 50 percent reduction in black carbon and 40 percent reduction in methane and hydrofluorocarbon from 2013 levels by 2030. Sources of these super pollutants include petroleum-based transportation fuels, agriculture, waste disposal and synthetic gases used in refrigeration, air conditioning and aerosol products.

California's ongoing efforts to improve air quality and combat climate change have already led to important reductions in super pollutants, and have provided a strong foundation for this measure. Achieving the methane reduction targets will be particularly challenging. Many strategies will be necessary to redirect manure and organic waste towards more productive uses that reduce emissions and stimulate our economy – such as composting, improved soil health, renewable energy and transportation fuels. These strategies should reflect the true price of methane and the investments needed to transform the waste and agricultural sectors, such as the costs of landfill disposal and the infrastructure costs of recycling.

I am directing the Air Resources Board, the Department of Food & Agriculture and CalRecycle to explore all means, including appropriate pricing tools, to generate the development of the infrastructure and workforce needed to reach the super pollutant reduction goals.

Sincerely,

Edmund G. Brown Jr.

VETOED BILLS

VETOED BILLS

AB 995 (Bigelow)	Farm Vehicle Registration Exemption	Vetoed
AB 1174 (Bonilla)	Automotive Repair Act Violations	Vetoed
AB 2127 (O'Donnell)	Use Fuel Excise Tax Discount	Vetoed
AB 2170 (Frazier)	Trade Corridors Improvement Fund	Vetoed
AB 2741 (Salas)	California Transportation Plan	Vetoed
AB 2748 (Gatto)	Environmental Disaster Attorneys' Fees	Vetoed
SB 900 (Jackson)	Coastal Hazards	Vetoed
SB 919 (Hertzberg)	Renewable Energy and Water Supplies	Vetoed
SB 1176 (Galgiani)	Small Business Contracts and Definition	Vetoed
SB 1219 (Hancock)	Small Business Procurement and Contracts	Vetoed
SB 1328 (Lara)	GGRF: Water Projects	Vetoed

Note: All vetoed bills listed are accompanied by a veto message.

GOVERNOR'S VETO MESSAGES

To the Members of the California State Assembly:

I am returning Assembly Bill 995 without my signature.

This bill establishes, until January 1, 2020, a pilot program in the counties of Fresno, Kings, and Madera, exempting agricultural vehicles from vehicle registration and weight fees.

The author of the bill argues that farm vehicles have to travel greater distances with harvested goods than in the past and that, for trips up to 20 miles, these vehicles should be exempt from paying fees used to fund the state's transportation system.

Exemptions like those proposed in this bill are best considered as part of a comprehensive transportation funding solution to address the state's \$57 billion deferred maintenance backlog.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 1174 without my signature.

This bill requires the Bureau of Automotive Repair (Bureau) to adopt regulations regarding its policies and procedures for handling complaints and investigations.

This bill is unnecessary and duplicative of existing practice at the Bureau.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning the following seven bills without my signature:

Assembly Bill 717
Assembly Bill 724
Assembly Bill 1561
Assembly Bill 2127
Assembly Bill 2728
Senate Bill 898
Senate Bill 907

Each of these bills creates a new tax break or expands an existing tax break. In total, these bills would reduce revenues by about \$300 million through 2017-18.

As I said last year, tax breaks are the same as new spending – they both cost the General Fund money. As such, they must be considered during budget deliberations so that all spending proposals are weighed against each other at the same time. This is even more important when the state's budget remains precariously balanced.

Therefore, I cannot sign these measures.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 2170 without my signature.

This bill allocates federal funds through the California Transportation Commission to improve trade corridors in the state.

Unfortunately, the bill does not include key amendments agreed to by the author to ensure urgent state priorities are addressed, including improvements to California's border with Mexico and important rail safety projects.

I direct the Transportation Agency to work with the Commission and the author to ensure these funds are allocated to high-priority trade projects as soon as practicable.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 2741 without my signature.

This bill shifts the responsibility to approve the state Transportation Plan from the Transportation Agency to the Transportation Commission.

This would diminish my authority as chief executive, something that I am not inclined to do.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 2748 without my signature.

This bill would prohibit the use of release clauses and limit the scope of waivers in settlements pertaining to the Exide Technologies facility and Southern California Gas Company's Aliso Canyon gas storage facility.

This bill could eliminate the incentive for defendants to settle legal disputes stemming from these two unrelated incidents, something that clearly is not in the public interest. Nothing has been shown to indicate that current law is insufficient to hold polluters accountable. I would point to the many direct enforcement actions and lawsuits that have been filed on behalf of the state and affected communities.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am returning Senate Bill 900 without my signature.

This bill would transfer \$500,000 from the General Fund to the Land Bank Fund and would require additional transfer of funds that would be available upon appropriation for coastal hazard removal and remediation.

I am directing the Department of Conservation to work with the State Lands Commission to develop an inventory of legacy oil and gas wells and other hazards along the California coastline to determine the oil seepage locations, rates and environmental impacts.

Having this information will better inform what remedial actions might be warranted for both the short and long-term, and appropriate ways of funding the needed actions.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am returning Senate Bill 919 without my signature.

This bill would require the California Public Utilities Commission to create special tariffs or other economic incentives for facilities that create or augment local water supplies, including water desalination and water recycling facilities.

Reducing electricity costs for water supply facilities can be accomplished in a variety of ways, including time of use rates and demand response. This bill mandates one approach that does not fit all.

Sincerely,

Edmund G. Brown Jr.

SB 1176 (Galgiani)
SB 1219 (Hancock)

Small Business Contracts and Definition
Small Business Procurement and Contracts

Vetoed
Vetoed

To the Members of the California State Senate:

I am returning Senate Bills 1176 & 1219 without my signature.

SB 1176 revises the definition of "small business" and "microbusiness" for purposes of the Small Business Procurement and Contract Act. SB 1219 establishes a new procurement preference for employment social enterprises.

While the goal of these bills are well-intentioned, the implementation of these bills require an expensive modification to FISCAL at a time when the state must focus its resources on the project's successful deployment.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am returning Senate Bill 1328 without my signature.

This bill creates a new Greenhouse Gas Reduction Fund program for stormwater projects.

Rather than creating a potentially duplicative program, I am directing the Resources Agency to work with the State Water Resources Control Board to ensure that stormwater projects are included in the Urban Greening Program.

Sincerely,

Edmund G. Brown Jr.

LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 197 (Garcia, E.) Chapter 250</p>	<p>AB 32 Scoping Plan Sets new requirements for ARB in developing the Scoping Plan Update; establishes requirements for posting emissions data on ARB's website, and changes the structure of the Board.</p>	<p>Requires each update to the AB 32 Scoping Plan to identify the range of projected greenhouse gas emissions reductions, the range of projected air pollution reductions, and the cost-effectiveness, including avoided social costs, of each emissions reduction measure.</p> <p>Requires ARB to consider the social costs of greenhouse gas emissions when adopting rules and regulations and to prioritize measures that achieve direct emissions reductions.</p> <p>Requires ARB to post on its website the emissions of greenhouse gases and criteria pollutants for each facility that reports to ARB pursuant to the Mandatory Reporting Regulation.</p> <p>Requires ARB to add data for toxic air contaminant emissions to the website.</p> <p>Requires ARB to post on its website, emissions of GHGs, criteria pollutants, and toxic air contaminants broken down to a local and sub-county level for stationary sources and to at least a county level for mobile sources. The bill requires ARB to ensure the emissions data can be displayed graphically and in a manner that illustrates changes in emissions levels over time.</p>	<p>Prior to updating the AB 32 Scoping Plan</p> <p>Ongoing</p> <p>Ongoing; data to be updated annually</p> <p>January 1, 2018</p> <p>Ongoing; data to be updated annually</p>	<p>Health and Safety Code §38562.7</p> <p>Health and Safety Code §38562.5</p> <p>Health and Safety Code §38531</p> <p>Health and Safety Code §38531</p> <p>Health and Safety Code §39607</p>

<p>AB 197 (continued)</p>		<p>Requires ARB to complete, on an annual basis, a report on the reported emissions of greenhouse gases, criteria pollutants, and toxic air contaminants from all sectors covered by the Scoping Plan. The report must evaluate emission trends and include a discussion of the regulatory requirements, initiatives, and other programs that may influence those trends. The ARB Chair must appear before the Joint Legislative Committee on Climate Change Policies, which the bill creates, to present this report.</p> <p>Limits board members to 6-year terms, after which they must be re-appointed by the Governor and re-confirmed by the Senate. The Board will determine the initial staggering of terms.</p> <p>Adds two ex officio nonvoting members of the Legislature to the Board. ARB staff will provide support to these new members.</p>	<p>Annual</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Health and Safety Code §38531 and Government Code §9147.10</p> <p>Health and Safety Code §39510</p> <p>Health and Safety Code §39510</p>
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Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1110 (Ting) Chapter 656</p>	<p>Power Content Label: GHG Emissions Intensity</p> <p>Requires entities that sell electricity to end-use consumers to report the GHG emissions intensity associated with the electricity they sold in the previous calendar year. The GHG emissions disclosure will be added to the existing annual disclosure, referred to as the Power Content Label, regarding the fuel sources used to generate electricity.</p>	<p>Requires ARB to provide consultation to CEC on a methodology to calculate the GHG emissions intensity of electricity sold to retail customers. CEC is required to adopt guidelines for the reporting and disclosure of greenhouse gas emissions intensity associated with retail sales by January 1, 2018.</p>	<p>January 1, 2018</p>	<p>Public Utilities Code §398.4</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1550 (Gomez) Chapter 365</p>	<p>GGRF: DAC and Low-Income Targets</p> <p>Specifies that at least 25 percent of GGRF monies be allocated to projects located within and benefiting individuals living in a disadvantaged community; requires that an additional 5 percent of monies be allocated to projects that either benefit low-income households or are located in and benefit individuals living in low-income communities, both of which must be located within ½ mile of a disadvantaged community; and requires that another 5 percent be allocated to projects benefiting low-income households or communities elsewhere in the State.</p>	<p>No stated requirements for ARB; however, ARB anticipates needing to update the Cap-and-Trade Auction Proceeds Funding Guidelines for Agencies that Administer California Climate Investments to incorporate new requirements related to funding percentages and targets. ARB may also need to assist administering agencies with their expenditure records and program- and project-level reporting, as well as redesign reporting procedures, modify tracking systems, and conduct additional analysis to ensure the funding targets are met.</p> <p>ARB will also need to incorporate these requirements into its next Funding Plan for Low Carbon Transportation investments.</p>	<p>Ongoing</p>	<p>Health and Safety Code §39713</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1637 (Low) Chapter 571</p>	<p>Fuel Cell Net Energy Metering Program and Self Generation Incentive Program</p> <p>Extends the Fuel Cell Net Energy Metering (NEM) program from January 1, 2017 to December 31, 2021 and doubles the budget of the Self Generation Incentive Program.</p>	<p>Requires ARB to establish annual greenhouse gas emissions standards to be used in determining eligibility for the Fuel Cell NEM program.</p>	<p>Promulgate standards by March 31, 2017 and update every three years thereafter</p>	<p>Public Utilities Code §2827.10</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1685 (Gomez) Chapter 604</p>	<p>Mobile Source Penalties</p> <p>Updates and strengthens the penalty structure for violations of mobile source emissions control laws and, among the provisions, increases the penalties to \$37,500, with some exceptions.</p>	<p>Bill increases penalties for violating mobile source emissions control laws and requires ARB to periodically adjust the penalties for inflation.</p> <p>Authorizes ARB to prohibit the sale of motor vehicles that do not meet State emissions standards until penalties are paid and vehicles are made compliant.</p> <p>Authorizes ARB to order a manufacturer to bring its vehicles into compliance with the emissions configuration to which the vehicles were certified.</p> <p>Although not required by the bill, ARB has committed to the bill's author to update ARB's Penalty Policy to reflect AB 1685's statutory changes by September 30, 2017.</p>	<p>Ongoing</p>	<p>Health and Safety Code §43016 §43151 §43154 §43211 §43212 §43214</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1558 (Santiago) Chapter 449</p>	<p>Automobile Dismantling: Investigation and Enforcement</p> <p>Requires DMV, in collaboration with specified State agencies, including ARB, to review and coordinate enforcement and compliance activity related to unlicensed and unregulated auto dismantling.</p>	<p>Requires ARB to collaborate with DMV and other State agencies to determine the scope of unlicensed automobile dismantling and make recommendations to the Legislature. The group must develop and submit a report to the Legislature that includes information on the number of unlicensed dismantlers investigated and the number of investigations that resulted in administrative action or criminal prosecution, any identified gaps for investigating and prosecuting unlicensed dismantlers, a summary of the barriers to enforcement, strategies for bringing unlicensed dismantlers into compliance, recommendations for coordinated compliance efforts, and recommendations for statutory and/or regulatory changes needed to facilitate better enforcement against unlicensed auto dismantlers.</p>	<p>Legislative report due on or before January 1, 2019</p>	<p>Vehicle Code §11545</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2722 (Burke) Chapter 371</p>	<p>GGRF: Transformational Climate Communities Program</p> <p>Establishes the Transformational Climate Communities Program to be funded by the Greenhouse Gas Reduction Fund. The Strategic Growth Council will administer the competitive grant program, which will fund technical assistance, planning, and project implementation for multiple, coordinated greenhouse gas emissions reduction projects addressing a range of environmental issues in order to benefit disadvantaged communities.</p>	<p>No stated requirements for ARB; however, ARB will need to update ARB's Cap-and-Trade Auction Proceeds Funding Guidelines for Agencies that Administer California Climate Investments to provide guidance to the Strategic Growth Council for maximizing benefits to disadvantaged communities, as well as redesign reporting procedures and modify tracking systems.</p> <p>ARB anticipates needing to consult with the Strategic Growth Council to develop their program guidelines, expenditure records, and program- and project-level reporting.</p> <p>ARB will also need to develop quantification methodologies for a number of as of yet undefined, multi-benefit, community-wide, integrated project types.</p>	<p>Not specified</p>	<p>Public Resources Code §75240 and §75241</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2868 (Gatto) Chapter 681</p>	<p>Energy Storage Requires CPUC to direct the three largest investor-owned utilities to file applications for programs and investments to accelerate the deployment of up to 500 megawatts of distributed energy storage systems.</p>	<p>Requires ARB to provide consultation to CPUC in directing the three largest investor-owned utilities to file applications for programs and investments to deploy distributed energy storage systems to achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce greenhouse gas emissions.</p>	<p>Ongoing</p>	<p>Public Utilities Code §2838.2</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 32 (Pavley) Chapter 249</p>	<p>GHG Reduction Targets Requires ARB to reduce statewide greenhouse gas emissions to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030.</p>	<p>Requires ARB to reduce statewide greenhouse gas emissions to at least 40 percent below 1990 levels by December 31, 2030.</p>	<p>Ongoing</p>	<p>Health and Safety Code §38566</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
SB 734 (Galgiani) Chapter 210	<p>CEQA: Environmental Leadership Development Projects</p> <p>Extends The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 (also known as AB 900) through January 1, 2019. The Act established a procedure for streamlining judicial review of CEQA challenges to projects with an investment of at least \$100 million that meet specific criteria, including an ARB determination that it results in no net increase in GHG emissions.</p>	<p>Requires ARB to continue to determine whether a proposed Environmental Leadership Development Project would result in no net increase in GHG emissions.</p>	<p>Within 60 days of an application</p>	<p>Public Resources Code §21183</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 824 (Beall) Chapter 479</p>	<p>GGRF: Low Carbon Transit Operations Program</p> <p>Gives transit agencies more flexibility in spending their allocation of Low Carbon Transit Operations Program funds, including the authorization to accumulate funds for four years, transfer funds among agencies, spend funds on a project over any number of years if GHG emissions can be reduced, and request a letter of no prejudice, which allows an agency to spend its own money on an approved project and be reimbursed when program funds become available.</p>	<p>Requires ARB to coordinate with Caltrans to modify their program guidelines to incorporate new requirements, and update them as necessary, for use by transit agencies to demonstrate that proposed expenditures will meet specified criteria; revise reporting requirements for documenting ongoing compliance with those criteria; and determine whether proposed expenditures are eligible for funding under the Program before authorizing the Controller to release the funds.</p> <p>While not explicitly stated, ARB will also need to provide guidance to Caltrans on tracking and reporting disadvantaged community benefits when funds are transferred between agencies and over multiple years, greenhouse gas emissions reductions, and co-benefits.</p>	<p>Ongoing</p>	<p>Public Resources Code §75230</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 839 (Budget and Fiscal Review) Chapter 340</p>	<p>Natural Resources Budget Trailer Bill</p> <p>This budget trailer bill makes the necessary statutory changes to implement provisions of the 2016 Budget Act related to natural resources. Two provisions of SB 839 impact ARB:</p> <p>Requirements to participate on CalEPA's cross-media enforcement unit, with a focus on prioritizing activities in disadvantaged communities.</p> <p>Requirements to collect data and develop a model of fugitive and vented methane emissions from natural gas infrastructure to quantify methane from natural gas facilities and better understand their contribution to climate change.</p>	<p>Requires ARB to have a representative on and actively participate in CalEPA's cross-media enforcement unit.</p> <p>Requires ARB, in consultation with CEC, to develop a model of fugitive and vented methane emissions from natural gas infrastructure.</p> <p>Requires ARB to provide consultation to CEC on the most appropriate data to collect relative to tracking natural gas, and requires CEC to provide the data collected to ARB.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Government Code §12812.2</p> <p>Public Resources Code §25555</p> <p>Public Resources Code §25555</p>

Bill (Author) and Chapter and Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 840 (Budget and Fiscal Review) Chapter 341</p>	<p>Energy Budget Trailer Bill</p> <p>This budget trailer bill makes the necessary statutory changes to implement provisions of the 2016 Budget Act related to energy. One provision of SB 840 impacts ARB:</p> <p>Allows the use of monies in the Oil, Gas, and Geothermal Administrative Fund to support ARB and OEHA activities related to oil and gas operations.</p>	<p>Allows ARB to use monies from existing fees assessed on oil and gas wells and deposited in the Oil, Gas, and Geothermal Administrative Fund to support ARB activities related to oil and gas operations that may affect air quality, public health, or public safety.</p>	<p>Ongoing</p>	<p>Public Utilities Code §3401</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 859 (Budget and Fiscal Review) Chapter 368</p>	<p>GGRF Budget Trailer Bill</p> <p>This budget trailer bill makes the necessary statutory changes to implement the GGRF appropriations in AB 1613 (Budget). Six provisions of SB 859 impact ARB:</p>	<p>No stated requirements for ARB; however, ARB anticipates needing to consult with CDFA on the development of program guidelines to incorporate new project types, expenditure records, reporting requirements, guidance for maximizing disadvantaged community benefits, and identifying and mitigating adverse air impacts of dairy digester projects. ARB will also need to develop quantification methodologies for new project types.</p>	<p>Ongoing</p>	<p>Food and Agriculture Code §412 and Government Code §16428.86</p>
	<p>Expands CDFA's Dairy Digester Research and Development Program to allow new project types and strengthen protections against potential negative impacts of dairy digesters.</p> <p>Establishes the Healthy Soils Program and expands the Scientific Advisory Panel on Environmental Farming to provide scientific knowledge and technical expertise to guide the Healthy Soils Program.</p>	<p>No stated requirements for ARB; however, ARB anticipates needing to develop quantification methodologies related to on-farm greenhouse gas emissions reductions and co-benefits for various project types in consultation with CDFA and the Scientific Advisory Panel on Environmental Farming; collaborate with CDFA on expenditure records, program guidelines, and solicitation materials for Healthy Soils Program; and evaluate disadvantaged community benefits.</p>	<p>Ongoing</p>	<p>Food and Agriculture Code §568 and §569</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 859 (continued)</p>	<p>Establishes the Urban Greening Program administered by the Natural Resources Agency.</p> <p>Restricts income eligibility and increases rebate amounts for lower-income consumers under ARB's Clean Vehicle Rebate Project.</p> <p>Provides guidance for CalFire's Healthy Forest Program to help ensure the long-term protection of forested lands while also ensuring GHG reductions.</p>	<p>No stated requirements for ARB; however, ARB anticipates needing to coordinate with the Natural Resources Agency to develop program guidelines, expenditure records, reporting requirements, and guidance for maximizing disadvantaged community benefits, and quantification methodologies for new project types.</p> <p>Update Clean Vehicle Rebate Project guidelines.</p> <p>No stated requirements for ARB; however, ARB anticipates needing to coordinate with CalFire to ensure that funded projects reduce GHG emissions. ARB has already developed quantification methods for some project types but may need to develop quantification methods for others.</p>	<p>Not specified</p> <p>Changes to be operative November 1, 2016; provisions sunset July 1, 2017</p> <p>Not specified</p>	<p>Government Code §12802.10</p> <p>Health and Safety Code §44274.3</p> <p>Public Resources Code §4799.05</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
SB 859 (continued)	Requires ARB to complete a standardized GHG emissions inventory for natural and working lands and an accounting framework for forests to support GGRF investments	<p>Requires ARB, in consultation with the Natural Resources Agency and CalFire, to develop:</p> <ul style="list-style-type: none"> • A GHG emissions inventory for natural and working lands. • A standardized accounting framework for forests that supports statewide GHG emissions reduction goals and investments of GGRF monies. The accounting framework shall include business-as-usual emissions and carbon sequestration baseline projections at the statewide level based on forest type and other ecological indicators, and may include project-level and regional-level (county or sub-county) considerations. 	December 30, 2018 December 30, 2018	Uncodified Uncodified

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
SB 887 (Pavley) Chapter 673	<p>Natural Gas Storage Wells</p> <p>Sets numerous requirements for how specified State agencies regulate natural gas storage facilities, including development of a continuous monitoring program, mechanical testing to determine well integrity, and site-specific risk management plans to identify and plan for mitigating all hazards associated with natural gas storage wells.</p>	<p>Requires ARB, in consultation with any local air district and the Division of Oil, Gas, and Geothermal Resources, to develop a continuous monitoring program to detect leaks in natural gas storage facilities and the presence of natural gas emissions in the atmosphere, including the use of optical gas imaging and accurate quantitative monitoring of natural gas concentrations. The continuous monitoring program may be supplemented by daily leak detection measurements.</p>	Ongoing	Health and Safety Code §42710

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
SB 888 (Allen) Chapter 536	<p>Gas Corporations: Emergency Management</p> <p>Requires CPUC to assess penalties in an amount sufficient to fully mitigate the climate impacts of a methane leak from a natural gas storage facility, and establishes requirements for the expenditure of those funds. The bill also requires that penalties assessed for the Aliso Canyon natural gas leak be expended in a manner consistent with ARB's Aliso Canyon Climate Impacts Mitigation Program.</p>	<p>Requires ARB to determine the amount of greenhouse gases emitted by a leak from a natural gas storage facility to assist CPUC in determining the climate impact of a natural gas leak and to consult with CPUC on the appropriate mitigation.</p>	Not specified	Public Utilities Code §972

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1383 (Lara) Chapter 395</p>	<p>Short-Lived Climate Pollutants</p> <p>Requires ARB to approve and begin implementing its Short-Lived Climate Pollutant (SLCP) Reduction Strategy by January 1, 2018 to achieve a 40 percent reduction in methane, a 40 percent reduction in hydrofluorocarbon gases, and a 50 percent reduction in anthropogenic black carbon relative to 2013 levels by 2030.</p>	<p>Requires ARB to approve and begin implementing the SLCP Strategy, and codifies the methane, hydrofluorocarbon, and anthropogenic black carbon reduction goals established in the SLCP Strategy.</p> <p>Requires ARB, when approving and implementing the SLCP Strategy, to do the following:</p> <ul style="list-style-type: none"> • Coordinate with other State and local agencies and districts to develop measures identified in the SLCP Strategy. • Hold at least three public hearings in geographically diverse locations throughout California. • Evaluate the best available scientific, technological, and economic information to ensure the SLCP Strategy is cost-effective and technologically feasible. • Incorporate and prioritize, as appropriate, measures and actions that provide job growth and local economic benefits; public health benefits, particularly in disadvantaged communities; and potential for new innovation in technology, energy, and resource management practices. • Publicly notice the SLCP Strategy and post a copy of it on ARB's website at least one month prior to approving it. 	<p>January 1, 2018</p>	<p>Health and Safety Code §39730.5</p> <p>Health and Safety Code §39730.5</p>

<p>SB 1383 (continued)</p>		<p>Requires ARB, in consultation with CDFA, to adopt regulations to reduce methane emissions from livestock and dairy manure management operations up to 40 percent below the dairy and livestock sector's 2013 levels by 2030.</p> <p>In developing regulations to reduce methane emissions from livestock and dairy manure management operations, requires ARB to do the following:</p> <ul style="list-style-type: none"> • Work with stakeholders and hold at least three public meetings. • In consultation with CDFA, consider/conduct research on dairy-related methane emission reduction projects. • Consider developing and adopting methane emissions reduction protocols. • Make available on ARB's website, and notify the Legislature about, a report on the progress made relative to these activities. <p>Prior to implementing regulations to reduce methane emissions from livestock and dairy manure management operations, requires ARB to do the following:</p> <ul style="list-style-type: none"> • Determine, in consultation with CDFA, that the regulations are technologically and economically feasible, cost-effective, and minimize leakage. • Evaluate the achievements of incentive-based programs. 	<p>On or after January 1, 2024</p> <p>Prior to adopting regulations</p> <p>Prior to implementing regulations on or after January 1, 2024</p>	<p>Health and Safety Code §39730.7</p> <p>Health and Safety Code §39730.7</p> <p>Health and Safety Code §39730.7</p>
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<p>SB 1383 (continued)</p>		<p>Requires ARB, in consultation with CDFA, to analyze the progress the dairy and livestock sector has made in achieving the dairy and livestock methane reduction goal. This analysis must determine if sufficient progress has been made to overcome technical and market barriers, as identified in the SLCP Strategy. If the analysis determines that sufficient progress has not been made, ARB, in consultation with stakeholders, may reduce the goals in the SLCP Strategy for the dairy and livestock sector.</p> <p>Requires ARB to develop a financial mechanism to reduce the economic uncertainty associated with the value of environmental credits, including credits generated pursuant to the Low Carbon Fuel Standard (LCFS) for dairy-related projects producing low-carbon transportation fuels, and make recommendations to the Legislature for expanding this mechanism to other sources of biogas.</p> <p>Requires ARB to provide consultation to CPUC in directing gas corporations to implement not less than five dairy biomethane pilot projects to demonstrate interconnection to the common carrier pipeline system.</p> <p>Requires ARB, in consultation with CEC and CPUC, to establish energy infrastructure development and procurement policies needed to encourage dairy biomethane projects to meet the dairy and livestock methane reduction goal.</p>	<p>July 1, 2020</p> <p>Not specified</p> <p>January 1, 2018</p> <p>January 1, 2018</p>	<p>Health and Safety Code §39730.7</p> <p>Health and Safety Code §39730.7</p> <p>Health and Safety Code §39730.7</p> <p>Health and Safety Code §39730.7</p>
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<p>SB 1383 (continued)</p>		<p>Requires ARB to provide guidance on credits generated pursuant to the LCFS and Cap-and-Trade regulations and ensure that projects developed before emission reduction regulations adopted pursuant to SB 1383 receive credit for at least 10 years. Projects are eligible for an extension of credits beyond the first 10 years to the extent allowed by regulations adopted pursuant to AB 32.</p> <p>Provides that until ARB, in consultation with CDFA, determines that a cost-effective and scientifically proven method of reducing enteric emissions is available, enteric emissions reductions may be achieved only through incentive-based mechanisms.</p> <p>Requires ARB to provide consultation to assist CEC in developing recommendations for the development and use of renewable gas, as part of its 2017 Integrated Energy Policy Report, including identifying cost-effective strategies that are consistent with existing State policies and climate goals. Based on these recommendations, the bill requires ARB and CEC to assist CPUC in considering additional policies to support the development and use of renewable gas in California.</p> <p>Requires ARB to provide consultation to CalRecycle in adopting regulations to achieve a 50 percent and 75 percent reduction in disposal of organic waste in landfills by 2020 and 2025, respectively.</p>	<p>January 1, 2018</p> <p>Prior to adoption of the 2017 Integrated Energy Policy Report</p> <p>Regulations may not be effective until January 1, 2022</p>	<p>Health and Safety Code §39730.7</p> <p>Health and Safety Code §39730.7</p> <p>Health and Safety Code §39730.8</p> <p>Public Resources Code §42652.5</p>
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<p>SB 1383 (continued)</p>		<p>Requires ARB to provide consultation to CalRecycle in analyzing the progress the waste sector, State government, and local governments have made in achieving the 2020 and 2025 organic waste reduction goals.</p>	<p>July 1, 2020</p>	<p>Public Resources Code §42653</p>
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Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
SB 1386 (Wolk) Chapter 545	<p>Resource Conservation: Natural and Working Lands</p> <p>Requires all State agencies to consider the protection and management of natural and working lands as an important strategy in meeting the State's GHG emissions reduction goals when establishing or adopting policies, regulations, expenditures, and grant criteria related to natural and working lands.</p>	<p>Requires ARB to consider the protection and management of natural and working lands as an important strategy in meeting the State's GHG emission reduction goals when revising, adopting, or establishing policies, regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.</p>	Ongoing	Public Resources Code §9001.5

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
SB 1425 (Pavley) Chapter 596	<p>Water-Energy Nexus Registry</p> <p>Requires CalEPA to oversee the development of a registry of greenhouse gas emissions resulting from the energy embedded in the use of water (known as the water-energy nexus) using the best available data.</p>	<p>No stated requirements for ARB; however, ARB will need to review policy or technical outcomes resulting from the implementation of the water-energy registry, and incorporate, as necessary, appropriate changes into quantification methodologies for determining greenhouse gas reductions for water-energy programs funded with GGRRF monies.</p>	<p>Not specified, but any contract that CalEPA executes to conduct this work is limited to three years, with an opportunity to extend the contract one additional year.</p>	<p>Public Resources Code §71420</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1464 (De León) Chapter 679</p>	<p>GGRF: Three-Year Investment Plan Requires additional analyses to be conducted as part of the three-year Cap-and-Trade Auction Proceeds Investment Plan.</p>	<p>Requires ARB to assist the Department of Finance with the following tasks:</p> <ul style="list-style-type: none"> • Assessing how proposed investments interact with current State regulations, policies, and programs. • Evaluating how those proposed investments could be incorporated into existing programs. • Recommending metrics that would measure progress and benefits from the proposed programmatic investments. 	<p>Prior to the release of each Investment Plan; the next Plan is due January 2019</p>	<p>Health and Safety Code §39716</p>

LEGISLATIVE HEARINGS AND EVENTS

2016 LEGISLATIVE HEARINGS AND EVENTS

- January 25: Assembly Transportation Committee
“Update on the Administration’s Efforts to Develop an Integrated Freight Plan”
- January 29: Annual Briefing for Legislative Staff on ARB Programs
- February 3: Joint Oversight Hearing of the Senate Environmental Quality Committee and the Select Committee on Climate Change and AB 32 Implementation
“Thinking Globally, Acting Locally: The Paris Climate Accord and What it Means for California’s Climate Investments”
- February 10: Assembly Accountability and Administrative Review Committee
“State Environmental Incentives for Low- and Moderate-Income Families”
- February 22: Assembly Transportation Committee and Senate Transportation and Housing Committee
“Overview of California Air Resources Board Air Quality and Emissions Reduction Programs as They Relate to the Transportation Sector”
- May 11: California Environmental Legislative Caucus
“Tracking California’s Climate Progress”
- May 25: Joint Legislative Audit Committee
“Air Resources Board – Administration of the Greenhouse Gas Reduction Fund Expenditures and Outcomes”
- June 20: Assembly Transportation Committee
“Update on the Administration’s Efforts to Develop an Integrated Freight Plan”
- June 22: Hearing of the United States Senate Committee on Environment and Public Works Subcommittee on Clean Air and Nuclear Safety
“Examining Pathways Towards Compliance of the National Ambient Air Quality Standard for Gound-Level Ozone: Legislative Hearing on S. 2882 and S. 2072”

- August 10: Assembly Transportation Committee
“Follow-Up to the February 22, 2016, Joint Oversight Hearing on
California Air Resources Board Air Quality and Emissions Reductions
Programs as They Relate to the Transportation Sector”
- September 28: Informational Workshop Hosted by Assemblymember Freddie Rodriguez
Moving Forward: Improving Transportation in the Inland Empire

ROSTER OF LEGISLATORS

2016 ASSEMBLY MEMBERS

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Achadjian, Katcho	R	San Luis Obispo
Alejo, Luis	D	Salinas
Allen, Travis	R	Huntington Beach
Arambula, Joaquin ¹	D	Fresno
Atkins, Toni G.	D	San Diego
Baker, Catharine	R	Dublin
Bigelow, Frank	R	O'Neals
Bloom, Richard H.	D	Santa Monica
Bonilla, Susan	D	Concord
Bonta, Rob	D	Alameda
Brough, William P.	R	Dana Point
Brown, Cheryl	D	San Bernardino
Burke, Autumn R.	D	Inglewood
Calderon, Ian C.	D	Whittier
Campos, Nora	D	San Jose
Chang, Ling-Ling	R	Diamond Bar
Chau, Ed	D	Arcadia
Chávez, Rocky	R	Oceanside
Chiu, David S.	D	San Francisco
Chu, Kansen	D	San Jose
Cooley, Ken	D	Rancho Cordova
Cooper, Jim	D	Elk Grove
Dababneh, Matthew M.	D	Encino
Dahle, Brian	R	Bieber
Daly, Tom F.	D	Anaheim
Dodd, Bill	D	Napa
Eggman, Susan Talamantes	D	Stockton

¹ Assemblymember Henry T. Perea resigned at the end of 2015. Seat was filled by Joaquin Arambula in April 2016 special election.

Frazier, Jr., Jim L.	D	Oakley
Gaines, Beth	R	El Dorado Hills
Gallagher, James M.	R	Plumas Lake
Garcia, Cristina	D	Bell Gardens
Garcia, Eduardo	D	Coachella
Gatto, Mike	D	Glendale
Gipson, Mike A.	D	Carson
Gomez, Jimmy	D	Los Angeles
Gonzalez, Lorena	D	San Diego
Gordon, Richard S.	D	Menlo Park
Gray, Adam	D	Merced
Grove, Shannon L.	R	Bakersfield
Hadley, David	R	Manhattan Beach
Harper, Matthew	R	Huntington Beach
Hernández, Roger	D	West Covina
Holden, Chris	D	Pasadena
Irwin, Jacqui V.	D	Thousand Oaks
Jones, Brian W.	R	Santee
Jones-Sawyer, Sr., Reginald	D	Los Angeles
Kim, Young O.	R	Fullerton
Lackey, Tom W.	R	Palmdale
Levine, Marc B.	D	San Rafael
Linder, Eric F.	R	Corona
López, Patty	D	San Fernando
Low, Evan	D	Campbell
Maienschein, Brian	R	San Diego
Mathis, Devon J.	R	Visalia
Mayes, Chad J.	R	Yucca Valley
McCarty, Kevin	D	Sacramento
Medina, Jose	D	Riverside
Melendez, Melissa	R	Lake Elsinore
Mullin, Kevin	D	South San Francisco

Nazarian, Adrin	D	Sherman Oaks
Obernolte, Jay P.	R	Big Bear Lake
O'Donnell, Patrick	D	Long Beach
Olsen, Kristin M.	R	Modesto
Patterson, Jim	R	Fresno
Quirk, Bill	D	Hayward
Rendon, Anthony Ph.D.	D	Lakewood
Ridley-Thomas, Sebastian	D	Los Angeles
Rodriguez, Freddie	D	Pomona
Salas, Jr., Rudy	D	Bakersfield
Santiago, Miguel	D	Los Angeles
Steinorth, Marc	R	Rancho Cucamonga
Stone, Mark	D	Scotts Valley
Thurmond, Tony	D	Richmond
Ting, Philip Y.	D	San Francisco
Wagner, Donald P.	R	Irvine
Waldron, Marie	R	Escondido
Weber, Shirley N.	D	San Diego
Wilk, Scott T.	R	Santa Clarita
Williams, Das G.	D	Santa Barbara
Wood, Jim	D	Healdsburg

D–Democrat

R–Republican

2016 SENATE MEMBERS

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Allen, Ben	D	Santa Monica
Anderson, Joel	R	Alpine
Bates, Patricia C.	R	Laguna Niguel
Beall, Jim	D	San Jose
Berryhill, Tom	R	Modesto
Block, Marty	D	San Diego
Cannella, Anthony J.	R	Ceres
De León, Kevin	D	Los Angeles
Fuller, Jean	R	Bakersfield
Gaines, Ted	R	Roseville
Galgiani, Cathleen	D	Stockton
Glazer, Steven M.	D	Orinda
Hall, III, Isadore	D	Compton
Hancock, Loni	D	Berkeley
Hernandez, Ed O.D.	D	Azusa
Hertzberg, Robert M.	D	Van Nuys
Hill, Jerry	D	San Mateo
Hueso, Ben	D	San Diego
Huff, Bob	R	San Dimas
Jackson, Hannah-Beth	D	Santa Barbara
Lara, Ricardo	D	Bell Gardens
Leno, Mark	D	San Francisco
Leyva, Connie M.	D	Chino
Liu, Carol	D	La Cañada Flintridge
McGuire, Mike	D	Healdsburg
Mendoza, Tony	D	Artesia
Mitchell, Holly J.	D	Los Angeles
Monning, William W.	D	Carmel
Moorlach, John M. W.	R	Costa Mesa

Morrell, Mike L.	R	Rancho Cucamonga
Nguyen, Janet	R	Garden Grove
Nielsen, Jim W.	R	Gerber
Pan, Richard M.D.	D	Sacramento
Pavley, Fran	D	Agoura Hills
Roth, Richard D.	D	Riverside
Runner, Sharon	R	Lancaster
Stone, Jeff E.	R	Temecula
Vidak, Andy	R	Hanford
Wieckowski, Bob	D	Fremont
Wolk, Lois	D	Davis

D–Democrat

R–Republican