

AIR QUALITY AND CLIMATE LEGISLATION

2017 ANNUAL SUMMARY

Legislative Office



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2017 ANNUAL SUMMARY**

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INTRODUCTION

The California Air Resources Board (CARB) is a board within the California Environmental Protection Agency (CalEPA). CARB, in partnership with local air districts, oversees all air pollution control efforts to attain and maintain health-based air quality standards in California. CARB 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.

CARB'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. CARB'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 first year of the 2017-2018 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 Not Applicable (N/A), where 2-Year refers to bills that will carry over until next year, and N/A refers to bills that initially related to air quality or climate but were subsequently amended to remove provisions of interest to CARB.

This year, the Legislature considered close to 3,000 bills and resolutions. CARB's Office of Legislative Affairs tracked 354 bills, and analyzed 122 bills this year. Seventy-three of the bills tracked (including 34 of the bills analyzed) and having implications for air quality, climate, or government operations were signed into law (chaptered), while 13 of the tracked bills were vetoed. A listing of all tracked bills that were chaptered or vetoed may be found on pages 83 and 91, respectively.

A number of bills that were signed into law this year had specific requirements for CARB. A summary of the major mandates can be found in the "Legislative Mandates" section, which begins on page 111.

In addition to working on legislation, CARB participated in numerous hearings and events. The "Legislative Hearings and Events" section begins on page 143.

ACRONYMS

AB	Assembly Bill
AB 32	California Global Warming Solutions Act of 2006 (Núñez and Pavley, Chapter 488, Statutes of 2006)
ACA	Assembly Constitutional Amendment
ACR	Assembly Concurrent Resolution
AHSC	Affordable Housing and Sustainable Communities
AJR	Assembly Joint Resolution
Aliso Canyon	Aliso Canyon natural gas storage facility
ASM Budget	Assembly Budget Committee
ASTM	American Society for Testing and Materials
CAISO	California Independent System Operator
CalEPA	California Environmental Protection Agency
CalFire	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CARB	California Air Resources Board
Carl Moyer Program	Carl Moyer Memorial Air Quality Standards Attainment Program
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
DGS	Department of General Services
DMV	Department of Motor Vehicles
EFMP	Enhanced Fleet Modernization Program
EIR	Environmental Impact Report
EPIC	Electric Program Investment Charge
EV	Electric Vehicle

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&M	Inspection and Maintenance
N/A	Not Applicable
NEPA	National Environmental Policy Act
OEHHA	Office of Environmental Health Hazard Assessment
ORV	Off-Road Vehicle
PACE	Property Assessed Clean Energy
RPS	Renewables Portfolio Standard
SB	Senate Bill
SB 32	California Global Warming Solutions Act of 2006 – 2030 Emissions Limit (Pavley, Chapter 249, Statutes of 2016)
SCA	Senate Constitutional Amendment
SEN B&FR	Senate Budget & Fiscal Review Committee
SGC	Strategic Growth Council
SR	Senate Resolution
SWRCB	State Water Resources Control Board

BILLS BY SUBJECT

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

ADMINISTRATIVE PROCEDURES

AB 12 (Cooley)	Regulation Review	Dead
AB 77 (Fong)	Legislative Review	Dead
AB 179 (Cervantes)	California Transportation Commission	Chapter 737
AB 262 (Bonta)	GHG Emissions & Public Works Contracts	Chapter 816
AB 419 (Salas)	GHGs: Life-Cycle Emissions Profiles	2-year
AB 438 (Caballero)	Surface Mining: GHG Emissions	2-year
AB 475 (Chau)	Salvage and Dismantled Vehicle Registration	N/A
AB 520 (Harper)	Local Restrictions on Coal	2-year
AB 531 (Irwin)	Information Security Technologies	Vetoed
AB 582 (Garcia, C.)	Vehicle Emissions: Surveillance	Dead
AB 657 (Cunningham)	Small Business Liaison	Chapter 81
AB 739 (Chau)	State Vehicle Fleet Purchases	Chapter 639
AB 816 (Kiley)	Webcasting of Public Meetings	Dead
AB 1022 (Irwin)	Technology Recovery Plan	Chapter 790
AB 1121 (Chiu)	SF Bay Area Water Emergency Transp. Authority	2-year
AB 1623 (Acosta)	CARB	2-year
ACR 68 (Arambula)	Asthma Awareness Month	Chapter 70
SB 19 (Hill)	Public Utilities Commission Staff Training	Chapter 421
SB 51 (Jackson)	Whistleblower and Data Protection	Vetoed
SB 181 (Berryhill)	Repeal of Regulations	2-year
SB 555 (Morrell)	Regulatory Review and Report	2-year

AIR QUALITY/EMISSIONS

AB 483 (Bocanegra)	Noncommercial Airport Air Monitoring	2-year
AB 617 (Garcia, C.)	Reducing Pollution in Communities	Chapter 136
AB 891 (Garcia, E.)	Air Quality Monitoring in the Border Region	N/A
AB 1187 (Garcia, E.)	Crowdsourcing and Citizen Science Act	2-year
AB 1575 (Kalra)	Labeling of Professional Cosmetics	Dead
AB 1646 (Muratsuchi)	Refinery Alert and Notification System	Chapter 588
AB 1647 (Muratsuchi)	Refinery-Related Monitoring	Chapter 589
AB 1649 (Muratsuchi)	Interagency Refinery Task Force	Chapter 590
ACR 68 (Arambula)	Asthma Awareness Month	Chapter 70
SB 258 (Lara)	Cleaning Products	Chapter 830

BUDGET

AB 108 (ASM Budget)	Budget Trailer Bill	2-year
AB 109 (Ting)	Budget Act of 2017	Chapter 249
AB 115 (ASM Budget)	Transportation	Chapter 20
AB 118 (ASM Budget)	Transportation	2-year
AB 123 (ASM Budget)	Budget	2-year
AB 134 (ASM Budget)	Budget Act of 2017	Chapter 254
AB 135 (ASM Budget)	Transportation	Chapter 255
ACA 9 (Oberholte)	Budget Bill Passage Requirements	2-year
SB 92 (SEN B&FR)	2017 Budget Act: Public Resources	Chapter 26
SB 93 (SEN B&FR)	Budget Act of 2017	Dead

SB 99 (SEN B&FR)	Transportation	2-year
SB 101 (SEN B&FR)	Charging Infrastructure Market Report	2-year
SB 108 (SEN B&FR)	Zero/Near-Zero Emission Warehouse	Chapter 54
SB 119 (SEN B&FR)	Budget Act of 2017	Dead
SB 120 (SEN B&FR)	Transportation	2-year
SB 132 (SEN B&FR)	Zero/Near-Zero Emission Warehouse	Chapter 7

CEQA

AB 239 (Ridley-Thomas)	CEQA: Urbanized Areas	2-year
AB 246 (Santiago)	CEQA: Environmental Leadership Act	Chapter 522
AB 278 (Steinorth)	CEQA: Exempting Transportation Infrastructure	2-year
AB 499 (Harper)	CEQA	2-year
AB 594 (Irwin)	CEQA: Solar & Wind Energy	2-year
AB 890 (Medina)	Land Use Planning and Zoning: Initiatives	Vetoed
AB 1117 (Fong)	CEQA: Nonenvironmental Impacts	2-year
AB 1218 (Oberholte)	CEQA: Bicycle Transp. Plans Exemption	Chapter 149
AB 1273 (Gallagher)	CEQA: Levee Repairs Exemption	Dead
AB 1404 (Berman)	CEQA: Infill Development Categorical Exemption	Dead
AB 1579 (Daly)	CEQA: Vehicle-Miles-Traveled Database	2-year
SB 80 (Wieckowski)	CEQA: Notices	Vetoed
SB 445 (Gaines)	CEQA: Infill Development	2-year
SB 699 (Galgiani)	Jobs & Economic Improvement	2-year
SB 771 (De León)	CEQA: Continuing Education	2-year
SB 789 (Bradford)	CEQA: Sports & Entertainment Exemption	2-year

CLIMATE CHANGE

AB 196 (Bigelow)	GGRF: Water Supply and Wastewater Systems	Dead
AB 246 (Santiago)	CEQA: Environmental Leadership Act	Chapter 522
AB 262 (Bonta)	GHG Emissions & Public Works Contracts	Chapter 816
AB 419 (Salas)	GHGs: Life-Cycle Emissions Profiles	2-year
AB 438 (Caballero)	Surface Mining: GHG Emissions	2-year
AB 558 (Quirk-Silva)	Flexible Fuel Vehicles	2-year
AB 805 (Gonzalez Fletcher)	Transportation Program Guidelines	Chapter 658
AB 1036 (McCarty)	Organic Waste: Composting	2-year
AB 1301 (Fong)	Joint Committee on Climate Change Policies	2-year
AB 1530 (Gonzalez Fletcher)	Urban Forestry	Chapter 720
AB 1608 (Kalra)	Vibrant Landscapes for California	Dead
AJR 20 (Gonzalez Fletcher)	Climate Change	Chapter 164
SB 699 (Galgiani)	Jobs & Economic Improvement	2-year

Cap-and-Trade Regulation

AB 151 (Burke)	Cap-and-Trade	2-year
AB 378 (Garcia, C.)	GHG, Criteria Pollutant, and TAC Emissions	2-year

AB 398 (Garcia, E.)	Cap-and-Trade	Chapter 135
AB 1383 (Fong)	AB 32 Regulations	2-year
SB 775 (Wieckowski)	AB 32: Cap-and-Trade Program	2-year

Cap-and-Trade Auction Proceeds

AB 109 (Ting)	Budget Act of 2017	Chapter 249
AB 134 (ASM Budget)	Budget Act of 2017	Chapter 254
AB 196 (Bigelow)	GGRF: Water Supply and Wastewater Systems	Dead
AB 388 (Mullin)	GGRF: Wetland Restoration Projects	Dead
AB 496 (Fong)	Transportation Funding	2-year
AB 863 (Cervantes)	AHSC Program	Vetoed
AB 1342 (Flora)	GGRF: Forest, Organics, & Recycling Projects	Dead
AB 1369 (Gray)	GGRF: Water Quality and Storage	2-year
AB 1433 (Wood)	Natural and Working Lands: Uniform Application	2-year
AB 1608 (Kalra)	Vibrant Landscapes for California	Dead
AB 1683 (Burke)	Transformative Climate Communities Report	2-year
ACA 1 (Mayes)	Greenhouse Gas Reduction Reserve Fund	Chapter 105
SB 93 (SEN B&FR)	Budget Act of 2017	Dead
SB 263 (Leyva)	Climate Assistance Centers	2-year
SB 276 (Dodd)	State Water Efficiency & Enhancement Program	Dead
SB 775 (Wieckowski)	AB 32: Cap-and-Trade Program	2-year

Climate Adaptation

AB 184 (Berman)	Sea Level Rise Planning Database	Chapter 338
AB 733 (Berman)	Infrastructure Financing: Climate Change	Chapter 657
SB 262 (Wieckowski)	Climate Adaptation Advisory Council	2-year

AB 32 Scoping Plan

SB 521 (Leyva)	Global Warming Solutions Act: Tire Inflation	2-year
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COMPLIANCE (See ENFORCEMENT/PENALTIES)

ENERGY

AB 33 (Quirk)	EV Service Equipment: Rates	2-year
AB 36 (Nazarian)	Distributed Generation	Vetoed
AB 79 (Levine)	GHGs from Unspecified Electricity Sources	Vetoed
AB 520 (Harper)	Local Restrictions on Coal	2-year
AB 523 (Reyes)	EPIC: Allocation	Chapter 551
AB 546 (Chiu)	Local Permitting of Energy Storage	Chapter 380
AB 600 (Cooper)	Tax Exemption for Electricity Generation	Dead
AB 634 (Eggman)	Solar Energy Installations	Chapter 818
AB 649 (Dahle)	Community Choice Aggregators	2-year
AB 655 (O'Donnell)	Municipal Solid Waste in RPS	2-year
AB 726 (Holden)	CAISO Regionalization	2-year
AB 759 (Dahle)	Integrated Resource Plans	Chapter 140
AB 797 (Irwin)	Solar Thermal Systems	Chapter 473

AB 813 (Holden)	CAISO Regionalization	2-year
AB 914 (Mullin)	Transmission Planning for Energy Storage	2-year
AB 920 (Aguilar-Curry)	Baseload Generation in Integrated Resource Plans	Dead
AB 1030 (Ting)	Energy Storage	Dead
AB 1088 (Eggman)	Multifamily Housing Energy Programs	Dead
AB 1198 (Dahle)	Net Energy Metering	2-year
AB 1293 (Irwin)	Electrical Grid Investments	Dead
AB 1400 (Friedman)	Alternative Energy Financing	Chapter 476
AB 1405 (Mullin)	Integrated Resource Plans	N/A
AB 1414 (Friedman)	Solar Energy System Permits	Chapter 849
AB 1531 (Berman)	Renewable Energy	N/A
AB 1552 (Quirk-Silva)	Distributed Generation Nonbypassable Charges	N/A
AB 1573 (Bloom)	Green Tariff Shared Renewables	2-year
AB 1653 (Kiley)	Natural Gas Pipeline Safety Act of 2011	2-year
AB 1662 (Oberholte)	Net Energy Metering	2-year
SB 64 (Wieckowski)	CAISO Regionalization	2-year
SB 71 (Wiener)	Solar Energy Systems	2-year
SB 100 (De León)	100 Percent Clean Energy Act of 2017	2-year
SB 338 (Skinner)	Integrated Resource Plans	Chapter 389
SB 356 (Skinner)	Monetary Incentive for Biomethane Projects	Dead
SB 366 (Leyva)	Green Tariff Shared Renewables Program	2-year
SB 370 (Hertzberg)	Solar Storms	2-year
SB 376 (Bradford)	CEC Chair Report to the Legislature	Dead
SB 433 (Mendoza)	Zero- and Low-Carbon Hydrogen	2-year
SB 600 (Galgiani)	Sales & Use Tax Exclusion: Electricity Generation	Dead
SB 618 (Bradford)	Integrated Resource Plans	Chapter 431
SB 659 (Stern)	Alternative Energy Financing	2-year
SB 700 (Wiener)	Energy Storage Initiative	2-year

Green Buildings and Energy Efficiency

AB 35 (Quirk)	Building Energy Efficiency	2-year
AB 246 (Santiago)	CEQA: Environmental Leadership Act	Chapter 522
AB 271 (Caballero)	PACE Program	2-year
AB 803 (Quirk)	Low-Income Energy Efficiency Programs	Dead
AB 956 (Ting)	Corner Store Energy Efficiency	2-year
AB 1284 (Dababneh)	Property Assessed Clean Energy Program	Chapter 475
AB 1431 (Arambula)	Renewable Energy and Energy Efficiency	Dead
AB 1494 (Patterson)	Energy Efficiency	2-year
SB 242 (Skinner)	Property Assessed Clean Energy Program	Chapter 484
SB 699 (Galgiani)	Jobs & Economic Improvement	2-year
SB 780 (Wiener)	Water Conservation in Landscaping Act	Dead

Water and Energy Efficiency

AB 196 (Bigelow)	GGRF: Water Supply and Wastewater Systems	Dead
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ENFORCEMENT/PENALTIES

AB 582 (Garcia, C.)	Vehicle Emissions: Surveillance	Dead
AB 912 (Oberholte)	Small Business Regulatory Fairness Act	Dead
AB 1132 (Garcia, C.)	Order of Abatement	Chapter 171
SB 41 (Galgiani)	Compliance with Truck and Bus Regulation	2-year
SB 101 (SEN B&FR)	Charging Infrastructure Market Report	2-year
SB 174 (Lara)	Heavy-Duty Diesel Vehicles: Registration	N/A
SB 210 (Leyva)	Heavy-Duty Vehicle I&M Program	2-year
SB 801 (Stern)	Aliso Canyon	Chapter 814

ENVIRONMENTAL JUSTICE

AB 577 (Caballero)	Disadvantaged Communities	2-year
AB 863 (Cervantes)	AHSC Program	Vetoed
AB 891 (Garcia, E.)	Air Quality Monitoring in the Border Region	N/A
AB 1640 (Garcia, E.)	Transp. Funding: Low-Income Communities	2-year
AB 1645 (Muratsuchi)	Hydrogen Fluoride Substitution	2-year
ACR 137 (Garcia, E.)	Latinos: Environmental Protection & Conservation	2-year
SB 263 (Leyva)	Climate Assistance Centers	2-year

FORESTRY

AB 771 (Quirk)	Burning of Forest Lands: Forest Land Owners	Dead
AB 922 (Dahle)	Forest Practices: Violations	2-year
AB 1530 (Gonzalez Fletcher)	Urban Forestry	Chapter 720

FUELS

AB 1512 (McCarty)	Motor Vehicle Fuel Tax Law	N/A
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Low Carbon Fuels

AB 558 (Quirk-Silva)	Flexible Fuel Vehicles	2-year
AB 1374 (Salas)	Diesel Taxes: Biofuel	2-year
SB 433 (Mendoza)	Zero- and Low-Carbon Hydrogen	2-year

GOODS MOVEMENT

AB 13 (Eggman)	Marine Highway: M-580	2-year
AB 1141 (Berman)	Autonomous Vehicles: Freight Transport	2-year
AB 1418 (O'Donnell)	Freight Transportation Systems	Chapter 299
SB 4 (Mendoza)	Goods Movement and Clean Trucks	N/A

Ports

AB 962 (Allen, Travis)	State Seaport Infrastructure Financing	2-year
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GREENHOUSE GASES (See CLIMATE CHANGE and/or ENERGY)**HIGH-SPEED RAIL**

SB 415 (Vidak)	High-Speed Rail Rights of Way	2-year
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INCENTIVE PROGRAMS

AB 125 (ASM Budget)	Clean Energy Job Creation Program	2-year
AB 188 (Salas)	Enhanced Fleet Modernization Program	Chapter 629
AB 193 (Cervantes)	Enhanced Fleet Modernization Program	2-year
AB 555 (Cunningham)	Zero and Near-Zero Emission Schoolbuses	Dead
AB 615 (Cooper)	Clean Vehicle Rebate Project	Chapter 631
AB 630 (Cooper)	Enhanced Fleet Modernization Program	Chapter 636
AB 964 (Calderon)	California Affordable Clean Vehicle Program	2-year
AB 1073 (Garcia, E.)	Clean Truck, Bus, ORV & Equip.	Chapter 632
AB 1184 (Ting)	Zero Emission Vehicle Incentive Program	2-year
AB 1259 (Calderon)	EV Financing Assistance Program	2-year
AB 1274 (O'Donnell)	Smog Check Exemption	Chapter 633
AB 1317 (Gray)	Carl Moyer Program: Pumps	Chapter 634
SB 110 (SEN B&FR)	Clean Energy Job Creation Program	Chapter 55
SB 518 (Berryhill)	Clean Energy Job Creation Program	N/A
SB 551 (Hueso)	California Capital Access Loan Program	2-year
SB 563 (Lara)	Residential Wood Smoke	Chapter 671
SB 745 (Stern)	Vehicle Registration: Environmental Rebates	2-year

Taxes and Fees

AB 1081 (Burke)	Sales and Use Taxes Exemption	Dead
AB 1341 (Calderon)	Clean Vehicles: Income Tax Deduction	2-year
SB 79 (Allen)	Sales & Use Taxes: Used EV Exemption	Dead

LAND USE

AB 890 (Medina)	Land Use Planning and Zoning: Initiatives	Vetoed
AB 915 (Ting)	Planning and Zoning	Dead
AB 943 (Santiago)	Land Use Regulations: Local Initiatives	2-year
AB 1404 (Berman)	CEQA: Infill Development Categorical Exemption	Dead
AB 1568 (Bloom)	Enhanced Infrastructure Financing	Chapter 562
SB 150 (Allen)	Regional Transportation Plans	Chapter 646
SB 789 (Bradford)	CEQA: Sports & Entertainment Exemption	2-year

Natural and Working Lands

AB 388 (Mullin)	GGRF: Wetland Restoration Projects	Dead
AB 771 (Quirk)	Burning of Forest Lands: Forest Land Owners	Dead
AB 922 (Dahle)	Forest Practices: Violations	2-year
AB 1342 (Flora)	GGRF: Forest, Organics, & Recycling Projects	Dead
AB 1433 (Wood)	Natural and Working Lands: Uniform Application	2-year
AB 1558 (Garcia, C.)	Los Angeles River: River Ranger Program	Chapter 452
AB 1608 (Kalra)	Vibrant Landscapes for California	Dead
SB 693 (Mendoza)	Lower San Gabriel River Rec. & Park District	Chapter 466

LOCAL AIR DISTRICTS

AB 302 (Gipson)	Air Quality Management District: Fleets	2-year
AB 378 (Garcia, C.)	GHG, Criteria Pollutant, and TAC Emissions	2-year

AB 498 (Harper)	Fire Rings	2-year
AB 1014 (Cooper)	Diesel Backup Generators	Chapter 145
AB 1132 (Garcia, C.)	Order of Abatement	Chapter 171

LOW EMISSION VEHICLES (See MOTOR VEHICLES)

MOTOR VEHICLES

AB 476 (Gipson)	Vehicles: Weight Classifications	2-year
AB 509 (Frazier)	Tire Recycling Regulatory Fee	Dead
AB 1152 (Dahle)	Vehicles: Motor Carriers	2-year
AB 1180 (Holden)	California Tire Fee	N/A
AB 1512 (McCarty)	Motor Vehicle Fuel Tax Law	N/A
ACA 5 (Frazier)	Motor Vehicle Taxes: Appropriations Limits	Chapter 30
SB 210 (Leyva)	Heavy-Duty Vehicle I&M Program	2-year
SB 249 (Allen)	Off-Highway Motor Vehicle Recreation	Chapter 459
SB 521 (Leyva)	Global Warming Solutions Act: Tire Inflation	2-year
SB 638 (Leyva)	Heavy-Duty Vehicle I&M Program	2-year
SB 660 (Newman)	Aftermarket Parts Certification Funding	2-year
SB 702 (Stern)	State Vehicles: Bicycles	Vetoed
SB 712 (Anderson)	Vehicles: License Plate Covers	2-year
SB 713 (Anderson)	Tanner Consumer Protection Act	2-year
SR 27 (Wieckowski)	Vehicular Air Pollution	Adopted

Autonomous Vehicles/Ridesharing

AB 87 (Ting)	Autonomous Vehicles	2-year
AB 399 (Grayson)	Autonomous Vehicles: Pilot Project	2-year
AB 582 (Garcia, C.)	Vehicle Emissions: Surveillance	Dead
AB 623 (Rodriguez)	Autonomous Vehicles: Accident Reporting	2-year
AB 1141 (Berman)	Autonomous Vehicles: Freight Transport	2-year
AB 1160 (Bonta)	Autonomous Vehicles	2-year
AB 1444 (Baker)	Autonomous Vehicle: Demonstration	Chapter 719
SB 251 (Cannella)	Autonomous Vehicles: Pilot Project	2-year
SB 369 (Hertzberg)	Autonomous Vehicles	2-year
SB 802 (Skinner)	Emerging Vehicle Advisory Study Group	Dead

EV Infrastructure

AB 33 (Quirk)	EV Service Equipment: Rates	2-year
AB 1082 (Burke)	EV Charging Infrastructure: Schools	Chapter 637
AB 1083 (Burke)	EV Charging: State Parks & Beaches	Chapter 638
AB 1239 (Holden)	Building Standards: EV Charging Infrastructure	Vetoed
AB 1452 (Muratsuchi)	EV Charging & On-Street Parking	Chapter 635
SB 101 (SEN B&FR)	Charging Infrastructure Market Report	2-year

High-Occupancy Vehicle Lanes and High-Occupancy Toll Lanes

AB 91 (Cervantes)	HOV Lanes	2-year
AB 544 (Bloom)	HOV Lanes: Vehicle Exemption	Chapter 630
SB 264 (Nguyen)	HOT Lanes: Orange County	2-year
SB 406 (Leyva)	HOV Lanes: Exemption	Chapter 392

Low Emission Vehicles and Zero Emission Vehicles

AB 115 (ASM Budget)	Transportation	Chapter 20
AB 123 (ASM Budget)	Budget	2-year
AB 302 (Gipson)	Air Quality Management District: Fleets	2-year
AB 739 (Chau)	State Vehicle Fleet Purchases	Chapter 639
AB 964 (Calderon)	California Affordable Clean Vehicle Program	2-year
SB 53 (Hueso)	Natural Gas Vehicles: Weight Limits	Dead
SB 145 (Hill)	Autonomous Vehicles: Testing	Chapter 725
SB 498 (Skinner)	Vehicle Fleets: Zero Emission Vehicles	Chapter 628
SB 745 (Stern)	Vehicle Registration: Environmental Rebates	2-year

Public Transit

AB 17 (Holden)	Transit Pass Pilot Program: Student Fare	Vetoed
AB 125 (ASM Budget)	Clean Energy Job Creation Program	2-year
AB 555 (Cunningham)	Zero and Near-Zero Emission Schoolbuses	Dead
AB 692 (Chu)	Schoolbuses: Passenger Restraint Systems	Dead
AB 1113 (Bloom)	State Transit Assistance Program	Chapter 86
SB 110 (SEN B&FR)	Clean Energy Job Creation Program	Chapter 55
SB 518 (Berryhill)	Clean Energy Job Creation Program	N/A

Registration Fees

AB 1 (Frazier)	Transportation Funding	2-year
AB 475 (Chau)	Salvage and Dismantled Vehicle Registration	N/A
AB 1679 (Burke)	Zero Emission Vehicle Fees	N/A
SB 37 (Roth)	Vehicle License Fee	Dead

Smog Check

AB 1274 (O'Donnell)	Smog Check Exemption	Chapter 633
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OIL AND GAS PRODUCTION

AB 1328 (Limón)	Oil and Gas: Water Quality	Chapter 758
SB 44 (Jackson)	Legacy Well Removal and Remediation	Chapter 645
SB 57 (Stern)	Natural Gas Storage Moratorium	2-year
SB 146 (Stern)	Natural Gas Storage Moratorium	N/A
SB 308 (Wieckowski)	Oil and Gas Definitions	2-year
SB 465 (Jackson)	Oil and Gas Supervisor	2-year
SB 724 (Lara)	Oil and Gas Wells and Production Facilities	Chapter 652
SB 773 (Stern)	Oil and Gas Wells	N/A
SR 51 (McGuire)	Offshore Oil and Gas Leasing Program	Adopted

Aliso Canyon
SB 801 (Stern)

Aliso Canyon

Chapter 814

PENALTIES (See ENFORCEMENT/PENALTIES)

PORTS (See GOODS MOVEMENT)

REPORTS (See ADMINISTRATIVE PROCEDURES)

SALTON SEA

AB 18 (Garcia, E.)	Salton Sea Air Quality and Habitat Funding	2-year
AB 798 (Eduardo, G.)	Salton Sea Restoration	N/A
SB 5 (De León)	Salton Sea Restoration Funding	Chapter 852
SB 615 (Hueso)	Salton Sea Restoration	Chapter 859
SB 701 (Hueso)	Salton Sea Obligations Act of 2018	Dead

SHORT-LIVED CLIMATE POLLUTANTS

AB 311 (Mathis)	Methane: Dairy and Livestock	2-year
AB 954 (Chiu)	Organic Waste Reduction	N/A
AB 1288 (Eggman)	Solid Waste Management: Funding	2-year
SB 57 (Stern)	Natural Gas Storage Moratorium	2-year
SB 146 (Stern)	Natural Gas Storage Moratorium	N/A
SB 563 (Lara)	Residential Wood Smoke	Chapter 671

TOXICS

AB 247 (Garcia, C.)	Lead Advisory Task Force	Vetoed
AB 725 (Levine)	State Beaches and Parks: Smoking Ban	Vetoed
AB 1575 (Kalra)	Labeling of Professional Cosmetics	Dead
AB 1645 (Muratsuchi)	Hydrogen Fluoride Substitution	2-year
AB 1646 (Muratsuchi)	Refinery Alert and Notification System	Chapter 588
AB 1647 (Muratsuchi)	Refinery-Related Monitoring	Chapter 589
AB 1649 (Muratsuchi)	Interagency Refinery Task Force	Chapter 590
SB 258 (Lara)	Cleaning Products	Chapter 830
SB 377 (Monning)	Lead-Based Paint	2-year
SB 386 (Glazer)	State Beaches and Parks: Smoking Ban	Vetoed

Diesel Emissions

SB 174 (Lara)	Heavy-Duty Diesel Vehicles: Registration	N/A
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TRANSPORTATION INFRASTRUCTURE FUNDING

AB 1 (Frazier)	Transportation Funding	2-year
AB 118 (ASM Budget)	Transportation	2-year
AB 123 (ASM Budget)	Budget	2-year
AB 287 (Holden)	State Highway Route 710 Advisory Committee	2-year

AB 496 (Fong)	Transportation Funding	2-year
AB 962 (Allen, Travis)	State Seaport Infrastructure Financing	2-year
AB 1561 (Quirk-Silva)	Inland Ports	2-year
ACA 5 (Frazier)	Motor Vehicle Taxes: Appropriations Limits	Chapter 30
SB 1 (Beall)	Transportation Funding	Chapter 5
SB 4 (Mendoza)	Goods Movement and Clean Trucks	N/A
SB 732 (Stern)	Transportation Funding	N/A
SCA 2 (Newman)	Vehicle Fees & Taxes: Appropriations Limits	2-year

TRANSPORTATION PLANNING

AB 135 (ASM Budget)	Transportation	Chapter 255
AB 278 (Steinorth)	CEQA: Exempting Transportation Infrastructure	2-year
AB 805 (Gonzalez Fletcher)	Transportation Program Guidelines	Chapter 658
AB 870 (Levine)	Transportation Program Guidelines	2-year
AB 1121 (Chiu)	SF Bay Area Water Emergency Transp. Authority	2-year
AB 1218 (Oberholte)	CEQA: Bicycle Transp. Plans Exemption	Chapter 149
AB 1233 (Cunningham)	Transportation Inspector General	2-year
AB 1282 (Mullin)	Transportation Permitting Task Force	Chapter 643.
AB 1640 (Garcia, E.)	Transp. Funding: Low-Income Communities	2-year
SB 150 (Allen)	Regional Transportation Plans	Chapter 646
SB 196 (Canella)	Planning and Zoning Law	2-year
SB 414 (Vidak)	Transp. Bonds: Highway & Road Projects	2-year
SB 760 (Wiener)	Active Transportation Funding: Complete Streets	2-year
SB 768 (Allen)	Transportation Projects: Lease Agreements	Dead

WASTE MANAGEMENT

AB 1036 (McCarty)	Organic Waste: Composting	2-year
AB 1342 (Flora)	GGRF: Forest, Organics, & Recycling Projects	Dead
AB 1663 (Garcia, C.)	Lead-Acid Batteries	2-year
ACR 69 (Arambula)	Compost Awareness Week	Chapter 61

WATER

AB 577 (Caballero)	Disadvantaged Communities	2-year
AB 594 (Irwin)	CEQA: Solar & Wind Energy	2-year
AB 1317 (Gray)	Carl Moyer Program: Pumps	Chapter 634
AB 1369 (Gray)	GGRF: Water Quality and Storage	2-year

MISCELLANEOUS

SB 49 (De León)	Environmental Defense Act	2-year
SB 435 (Dodd)	Williamson Act	Dead
SB 588 (Hertzberg)	Environmental Impacts of Rigs-to-Reefs	2-year

BILLS BY AUTHOR

ASSEMBLY

ACOSTA		
AB 1623	CARB	2-year
AGUIAR-CURRY		
AB 920	Baseload Generation in Integrated Resource Plans	Dead
ALLEN, T.		
AB 962	State Seaport Infrastructure Financing	2-year
ARAMBULA		
AB 1431	Renewable Energy and Energy Efficiency	Dead
ACR 68	Asthma Awareness Month	Chapter 70
ACR 69	Compost Awareness Week	Chapter 61
BAKER		
AB 1444	Autonomous Vehicle: Demonstration	Chapter 719
BERMAN		
AB 184	Sea Level Rise Planning Database	Chapter 338
AB 733	Infrastructure Financing: Climate Change	Chapter 657
AB 1141	Autonomous Vehicles: Freight Transport	2-year
AB 1404	CEQA: Infill Development Categorical Exemption	Dead
AB 1531	Renewable Energy	N/A
BIGELOW		
AB 196	GGRF: Water Supply and Wastewater Systems	Dead
BLOOM		
AB 544	HOV Lanes: Vehicle Exemption	Chapter 630
AB 1113	State Transit Assistance Program	Chapter 86
AB 1568	Enhanced Infrastructure Financing	Chapter 562
AB 1573	Green Tariff Shared Renewables	2-year
BOCANEGRA		
AB 483	Noncommercial Airport Air Monitoring	2-year
BONTA		
AB 262	GHG Emissions & Public Works Contracts	Chapter 816
AB 1160	Autonomous Vehicles	2-year

BURKE		
AB 151	Cap-and-Trade	2-year
AB 1081	Sales and Use Taxes Exemption	Dead
AB 1082	EV Charging Infrastructure: Schools	Chapter 637
AB 1083	EV Charging: State Parks & Beaches	Chapter 638
AB 1679	Zero Emission Vehicle Fees	N/A
AB 1683	Transformative Climate Communities Report	2-year
CABALLERO		
AB 271	PACE Program	2-year
AB 438	Surface Mining: GHG Emissions	2-year
AB 577	Disadvantaged Communities	2-year
CALDERON		
AB 964	California Affordable Clean Vehicle Program	2-year
AB 1259	EV Financing Assistance Program	2-year
AB 1341	Clean Vehicles: Income Tax Deduction	2-year
CERVANTES		
AB 91	HOV Lanes	2-year
AB 179	California Transportation Commission	Chapter 737
AB 193	Enhanced Fleet Modernization Program	2-year
AB 863	AHSC Program	Vetoed
CHAU		
AB 475	Salvage and Dismantled Vehicle Registration	N/A
AB 739	State Vehicle Fleet Purchases	Chapter 639
CHIU		
AB 546	Local Permitting of Energy Storage	Chapter 380
AB 954	Organic Waste Reduction	
	N/A	
AB 1121	SF Bay Area Water Emergency Transp. Authority	2-year
CHU		
AB 692	Schoolbuses: Passenger Restraint Systems	Dead
COOLEY		
AB 12	Regulation Review	Dead
COOPER		
AB 600	Tax Exemption for Electricity Generation	Dead
AB 615	Clean Vehicle Rebate Project	Chapter 631
AB 630	Enhanced Fleet Modernization Program	Chapter 636
AB 1014	Diesel Backup Generators	Chapter 145

CUNNINGHAM

AB 555	Zero and Near-Zero Emission Schoolbuses	Dead
AB 657	Small Business Liaison	Chapter 81
AB 1233	Transportation Inspector General	2-year

DABABNEH

AB 1284	Property Assessed Clean Energy Program	Chapter 475
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DAHLE

AB 649	Community Choice Aggregators	2-year
AB 759	Integrated Resource Plans	Chapter 140
AB 922	Forest Practices: Violations	2-year
AB 1152	Vehicles: Motor Carriers	2-year
AB 1198	Net Energy Metering	2-year

DALY

AB 1579	CEQA: Vehicle-Miles-Traveled Database	2-year
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EGGMAN

AB 13	Marine Highway: M-580	2-year
AB 634	Solar Energy Installations	Chapter 818
AB 1088	Multifamily Housing Energy Programs	Dead
AB 1288	Solid Waste Management: Funding	2-year

FLORA

AB 1342	GGRF: Forest, Organics, & Recycling Projects	Dead
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FONG

AB 77	Legislative Review	Dead
AB 496	Transportation Funding	2-year
AB 1117	CEQA: Nonenvironmental Impacts	2-year
AB 1301	Joint Committee on Climate Change Policies	2-year
AB 1383	AB 32 Regulations	2-year

FRAZIER

AB 1	Transportation Funding	2-year
AB 509	Tire Recycling Regulatory Fee	Dead
ACA 5	Motor Vehicle Taxes: Appropriations Limits	Chapter 30

FRIEDMAN

AB 1400	Alternative Energy Financing	Chapter 476
AB 1414	Solar Energy System Permits	Chapter 849

GALLAGHER

AB 1273	CEQA: Levee Repairs Exemption	Dead
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GARCIA, C.

AB 247	Lead Advisory Task Force	Vetoed
AB 378	GHG, Criteria Pollutant, and TAC Emissions	2-year
AB 582	Vehicle Emissions: Surveillance	Dead
AB 617	Reducing Pollution in Communities	Chapter 136
AB 1132	Order of Abatement	Chapter 171
AB 1558	Los Angeles River: River Ranger Program	Chapter 452
AB 1663	Lead-Acid Batteries	2-year

GARCIA, E.

AB 18	Salton Sea Air Quality and Habitat Funding	2-year
AB 398	Cap-and-Trade	Chapter 135
AB 798	Salton Sea Restoration	N/A
AB 891	Air Quality Monitoring in the Border Region	N/A
AB 1073	Clean Truck, Bus, ORV & Equip.	Chapter 632
AB 1187	Crowdsourcing and Citizen Science Act	2-year
AB 1640	Transp. Funding: Low-Income Communities	2-year
ACR 137	Latinos: Environmental Protection & Conservation	2-year

GIPSON

AB 302	Air Quality Management District: Fleets	2-year
AB 476	Vehicles: Weight Classifications	2-year

GONZALEZ FLETCHER

AB 805	Transportation Program Guidelines	Chapter 658
AB 1530	Urban Forestry	Chapter 720
AJR 20	Climate Change	Chapter 164

GRAY

AB 1317	Carl Moyer Program: Pumps	Chapter 634
AB 1369	GGRF: Water Quality and Storage	2-year

GRAYSON

AB 399	Autonomous Vehicles: Pilot Project	2-year
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HARPER

AB 498	Fire Rings	2-year
AB 499	CEQA	2-year
AB 520	Local Restrictions on Coal	2-year

HOLDEN

AB 17	Transit Pass Pilot Program: Student Fare	Vetoed
AB 287	State Highway Route 710 Advisory Committee	2-year
AB 726	CAISO Regionalization	2-year
AB 813	CAISO Regionalization	2-year
AB 1180	California Tire Fee	N/A
AB 1239	Building Standards: EV Charging Infrastructure	Vetoed

IRWIN

AB 531	Information Security Technologies	Vetoed
AB 594	CEQA: Solar & Wind Energy	2-year
AB 797	Solar Thermal Systems	Chapter 473
AB 1022	Technology Recovery Plan	Chapter 790
AB 1293	Electrical Grid Investments	Dead

KALRA

AB 1575	Labeling of Professional Cosmetics	Dead
AB 1608	Vibrant Landscapes for California	Dead

KILEY

AB 816	Webcasting of Public Meetings	Dead
AB 1653	Natural Gas Pipeline Safety Act of 2011	2-year

LEVINE

AB 79	GHGs from Unspecified Electricity Sources	Vetoed
AB 725	State Beaches and Parks: Smoking Ban	Vetoed
AB 870	Transportation Program Guidelines	2-year

LIMÓN

AB 1328	Oil and Gas: Water Quality	Chapter 758
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MATHIS

AB 311	Methane: Dairy and Livestock	2-year
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MAYES

ACA 1	Greenhouse Gas Reduction Reserve Fund	Chapter 105
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MCCARTY

AB 1036	Organic Waste: Composting	2-year
AB 1512	Motor Vehicle Fuel Tax Law	N/A

MEDINA

AB 890	Land Use Planning and Zoning: Initiatives	Vetoed
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MULLIN

AB 388	GGRF: Wetland Restoration Projects	Dead
AB 914	Transmission Planning for Energy Storage	2-year
AB 1282	Transportation Permitting Task Force	Chapter 643
AB 1405	Integrated Resource Plans	N/A

MURATSUCHI

AB 1452	EV Charging & On-Street Parking	Chapter 635
AB 1645	Hydrogen Fluoride Substitution	2-year
AB 1646	Refinery Alert and Notification System	Chapter 588
AB 1647	Refinery-Related Monitoring	Chapter 589
AB 1649	Interagency Refinery Task Force	Chapter 590

NAZARIAN

AB 36	Distributed Generation	Vetoed
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OBERNOLTE

AB 912	Small Business Regulatory Fairness Act	Dead
AB 1218	CEQA: Bicycle Transp. Plans Exemption	Chapter 149
AB 1662	Net Energy Metering	2-year
ACA 9	Budget Bill Passage Requirements	2-year

O'DONNELL

AB 655	Municipal Solid Waste in RPS	2-year
AB 1274	Smog Check Exemption	Chapter 633
AB 1418	Freight Transportation Systems	Chapter 299

PATTERSON

AB 1494	Energy Efficiency	2-year
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QUIRK

AB 33	EV Service Equipment: Rates	2-year
AB 35	Building Energy Efficiency	2-year
AB 771	Burning of Forest Lands: Forest Land Owners	Dead
AB 803	Low-Income Energy Efficiency Programs	Dead

QUIRK-SILVA

AB 558	Flexible Fuel Vehicles	2-year
AB 1552	Distributed Generation Nonbypassable Charges	N/A
AB 1561	Inland Ports	2-year

REYES

AB 523	EPIC: Allocation	Chapter 551
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RIDLEY-THOMAS

AB 239 CEQA: Urbanized Areas 2-year

RODRIGUEZ

AB 623 Autonomous Vehicles: Accident Reporting 2-year

SALAS

AB 188 Enhanced Fleet Modernization Program Chapter 629

AB 419 GHGs: Life-Cycle Emissions Profiles 2-year

AB 1374 Diesel Taxes: Biofuel 2-year

SANTIAGO

AB 246 CEQA: Environmental Leadership Act Chapter 522

AB 943 Land Use Regulations: Local Initiatives 2-year

STEINORTH

AB 278 CEQA: Exempting Transportation Infrastructure 2-year

TING

AB 87 Autonomous Vehicles 2-year

AB 109 Budget Act of 2017 Chapter 249

AB 915 Planning and Zoning Dead

AB 956 Corner Store Energy Efficiency 2-year

AB 1030 Energy Storage Dead

AB 1184 Zero Emission Vehicle Incentive Program 2-year

WOOD

AB 1433 Natural and Working Lands: Uniform Application 2-year

ASSEMBLY BUDGET COMMITTEE

AB 108 Budget Trailer Bill 2-year

AB 115 Transportation Chapter 20

AB 118 Transportation 2-year

AB 123 Budget 2-year

AB 125 Clean Energy Job Creation Program 2-year

AB 134 Budget Act of 2017 Chapter 254

AB 135 Transportation Chapter 255

SENATE

ALLEN, B.

SB 79	Sales & Use Taxes: Used EV Exemption	Dead
SB 150	Regional Transportation Plans	Chapter 646
SB 249	Off-Highway Motor Vehicle Recreation	Chapter 459
SB 768	Transportation Projects: Lease Agreements	Dead

ANDERSON

SB 712	Vehicles: License Plate Covers	2-year
SB 713	Tanner Consumer Protection Act	2-year

BEALL

SB 1	Transportation Funding	Chapter 5
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BERRYHILL

SB 181	Repeal of Regulations	2-year
SB 518	Clean Energy Job Creation Program	N/A

BRADFORD

SB 376	CEC Chair Report to the Legislature	Dead
SB 618	Integrated Resource Plans	Chapter 431
SB 789	CEQA: Sports & Entertainment Exemption	2-year

CANNELLA

SB 196	Planning and Zoning Law	2-year
SB 251	Autonomous Vehicles: Pilot Project	2-year

DE LEÓN

SB 5	Salton Sea Restoration Funding	Chapter 852
SB 49	Environmental Defense Act	2-year
SB 100	100 Percent Clean Energy Act of 2017	2-year
SB 771	CEQA: Continuing Education	2-year

DODD

SB 276	State Water Efficiency & Enhancement Program	Dead
SB 435	Williamson Act	Dead

GAINES

SB 445	CEQA: Infill Development	2-year
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GALGIANI

SB 41	Compliance with Truck and Bus Regulation	2-year
SB 600	Sales & Use Tax Exclusion: Electricity Generation	Dead
SB 699	Jobs & Economic Improvement	2-year

GLAZER		
SB 386	State Beaches and Parks: Smoking Ban	Vetoed
HERTZBERG		
SB 369	Autonomous Vehicles	2-year
SB 370	Solar Storms	2-year
SB 588	Environmental Impacts of Rigs-to-Reefs	2-year
HILL		
SB 19	Public Utilities Commission Staff Training	Chapter 421
SB 145	Autonomous Vehicles: Testing	Chapter 725
HUESO		
SB 53	Natural Gas Vehicles: Weight Limits	Dead
SB 551	California Capital Access Loan Program	2-year
SB 615	Salton Sea Restoration	Chapter 859
SB 701	Salton Sea Obligations Act of 2018	Dead
JACKSON		
SB 44	Legacy Well Removal and Remediation	Chapter 645
SB 51	Whistleblower and Data Protection	Vetoed
SB 465	Oil and Gas Supervisor	2-year
LARA		
SB 174	Heavy-Duty Diesel Vehicles: Registration	N/A
SB 258	Cleaning Products	Chapter 830
SB 563	Residential Wood Smoke	Chapter 671
SB 724	Oil and Gas Wells and Production Facilities	Chapter 652
LEYVA		
SB 210	Heavy-Duty Vehicle I&M Program	2-year
SB 263	Climate Assistance Centers	2-year
SB 366	Green Tariff Shared Renewables Program	2-year
SB 406	HOV Lanes: Exemption	Chapter 392
SB 521	Global Warming Solutions Act: Tire Inflation	2-year
SB 638	Heavy-Duty Vehicle I&M Program	2-year
MCGUIRE		
SR 51	Offshore Oil and Gas Leasing Program	Adopted
MENDOZA		
SB 4	Goods Movement and Clean Trucks	N/A
SB 433	Zero- and Low-Carbon Hydrogen	2-year
SB 693	Lower San Gabriel River Recreation & Park District	Chapter 466

MONNING		
SB 377	Lead-Based Paint	2-year
MORRELL		
SB 555	Regulatory Review and Report	2-year
NEWMAN		
SB 660	Aftermarket Parts Certification Funding	2-year
SCA 2	Vehicle Fees & Taxes: Appropriations Limits	2-year
NGUYEN		
SB 264	HOT Lanes: Orange County	2-year
ROTH		
SB 37	Vehicle License Fee	Dead
SKINNER		
SB 242	Property Assessed Clean Energy Program	Chapter 484
SB 338	Integrated Resource Plans	Chapter 389
SB 356	Monetary Incentive for Biomethane Projects	Dead
SB 498	Vehicle Fleets: Zero Emission Vehicles	Chapter 628
SB 802	Emerging Vehicle Advisory Study Group	Dead
STERN		
SB 57	Natural Gas Storage Moratorium	2-year
SB 146	Natural Gas Storage Moratorium	N/A
SB 659	Alternative Energy Financing	2-year
SB 702	State Vehicles: Bicycles	Vetoed
SB 732	Transportation Funding	N/A
SB 745	Vehicle Registration: Environmental Rebates	2-year
SB 773	Oil and Gas Wells	N/A
SB 801	Aliso Canyon	Chapter 814
VIDAK		
SB 414	Transp. Bonds: Highway & Road Projects	2-year
SB 415	High-Speed Rail Rights of Way	2-year
WIECKOWSKI		
SB 64	CAISO Regionalization	2-year
SB 80	CEQA: Notices	Vetoed
SB 262	Climate Adaptation Advisory Council	2-year
SB 308	Oil and Gas Definitions	2-year
SB 775	AB 32: Cap-and-Trade Program	2-year
SR 27	Vehicular Air Pollution	Adopted

WIENER

SB 71	Solar Energy Systems	2-year
SB 700	Energy Storage Initiative	2-year
SB 760	Active Transportation Funding: Complete Streets	2-year
SB 780	Water Conservation in Landscaping Act	Dead

SENATE BUDGET & FISCAL REVIEW COMMITTEE

SB 92	2017 Budget Act: Public Resources	Chapter 26
SB 93	Budget Act of 2017	Dead
SB 99	Transportation	2-year
SB 101	Charging Infrastructure Market Report	2-year
SB 108	Zero/Near-Zero Emission Warehouse	Chapter 54
SB 110	Clean Energy Job Creation Program	Chapter 55
SB 119	Budget Act of 2017	Dead
SB 120	Transportation	2-year
SB 132	Zero/Near-Zero Emission Warehouse	Chapter 7

ASSEMBLY BILLS

AB 1 (Frazier) **Transportation Funding** **2-year**
Creates the Road Maintenance and Rehabilitation Program to fund road maintenance and rehabilitation, safety projects, railroad grade separations, and active transportation projects. The bill establishes a number of new revenue sources and expands existing revenue sources to fund the Program. Of specific interest to the California Air Resources Board (CARB), the bill doubles the continuous Greenhouse Gas Reduction Fund (GGRF) appropriation for the Transit and Intercity Capital Rail Program and the Low Carbon Transit Operations Program. The bill also imposes a \$165 registration and renewal fee for zero emission and near-zero emission vehicles. In addition, the bill requires the California Transportation Commission (CTC) to consult the California Sustainable Freight Action Plan when determining Trade Corridors Improvement Fund projects and expands the definition of disadvantaged communities for the purposes of those projects. Finally, the bill establishes an independent Office of the Transportation Inspector General to ensure that all State agencies that expend transportation funds are operating efficiently, effectively, and in compliance with applicable federal and State laws. *Was not heard in the Assembly Transportation Committee.*

AB 12 (Cooley) **Regulation Review** **Dead**
Would have required each State agency to review all of its regulations by January 1, 2020, for duplicative, overlapping, inconsistent, or out-of-date regulations; adopt, amend, or repeal regulations to reconcile identified issues; and report to the Governor and Legislature on compliance with these requirements. Overseeing agencies would have been required to notify their boards, departments, and offices of duplicative, overlapping, or inconsistent regulations among these entities. The bill would have sunset January 1, 2021. *Held on suspense in the Assembly Appropriations Committee.*

AB 13 (Eggman) **Marine Highway: M-580** **2-year**
Requires the California Department of Transportation (Caltrans) to implement and oversee the M-580 Marine Highway corridor project that could facilitate a permanent shift in container traffic away from truck transport to marine transport between the Port of Oakland and the Port of Stockton. The bill requires the project be funded by an \$85,000,000 appropriation in the Budget Act of 2017. *Was not heard in the Assembly Transportation Committee.*

AB 17 (Holden) **Transit Pass Pilot Program: Student Fare** **Vetoed**
Would have created, upon Legislative appropriation of funds from the Public Transportation Account, the Transit Pass Pilot Program to provide free or reduced-fare transit passes to students in need of assistance. The bill required Caltrans to develop guidelines and administer the program.

AB 18 (Garcia, E.) **Salton Sea Air Quality and Habitat Funding** **2-year**
Authorizes the issuance of \$3.47 billion in bonds pursuant to State General Obligation Bond Law to finance a clean water, climate, coastal protection, and outdoor access for all program. The bill provides that these provisions be submitted to the voters at the June 5, 2018, statewide direct primary election. The bill specifically authorizes \$300 million to be available to the Salton Sea Authority, upon appropriation by the Legislature, for capital

outlay projects that provide air quality and habitat benefits, and that implement the Natural Resources Agency's Salton Sea Management Program. *Was not heard in the Senate Appropriations Committee.*

AB 33 (Quirk) EV Service Equipment: Rates 2-year
Requires the California Public Utilities Commission (CPUC), in consultation with CARB and the California Energy Commission (CEC), to consider authorizing electrical corporations to offer programs and investments in electric vehicle (EV) service equipment installed in residential garages of customers who purchase used EVs. The bill also requires the programs and investments, if approved by CPUC, to be designed to accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce GHG emissions. *Was not heard in the Senate Energy, Utilities, and Communications Committee.*

AB 35 (Quirk) Building Energy Efficiency 2-year
Requires CEC to adopt an update to its comprehensive buildings energy efficiency program at least once every five years, instead of every three years. *Was not heard in the Assembly Natural Resources Committee.*

AB 36 (Nazarian) Distributed Generation Vetoed
Would have modified the existing Fuel Cell Net Energy Metering program to include any electricity generation technology that otherwise meets existing program requirements, including criteria pollutant and GHG emission standards developed by CARB.

AB 77 (Fong) Legislative Review Dead
Would have provided that the effective date of a regulation will not apply if the Legislature passes a statute to override the regulation. The bill also would have required the Office of Administrative Law to submit to the appropriate policy committees of each house of the Legislature with responsibility for the subject matter, a copy of each major regulation submitted for filing with the Secretary of State. *Held on suspense in the Assembly Appropriations Committee.*

AB 79 (Levine) GHGs from Unspecified Electricity Sources Vetoed
Would have required CARB to establish a methodology for calculating GHG emissions associated with the purchases of electricity from unspecified sources of power.

AB 87 (Ting) Autonomous Vehicles 2-year
Authorizes the Department of Motor Vehicles (DMV) to revoke the registration of a vehicle that is being operated in violation of State Vehicle Code related to the operation of autonomous vehicles, and to impose a penalty of up to \$25,000 per day for each autonomous vehicle operating in violation of these provisions. The bill authorizes a peace officer to cause the removal and seizure of an autonomous vehicle operating on the public streets with a registration that has been revoked. *Was not heard in the Assembly Transportation Committee.*

AB 91 (Cervantes) HOV Lanes 2-year
Requires, beginning July 1, 2018, that any new and existing high-occupancy vehicle (HOV) lanes in Riverside County that are not toll lanes operate as HOV lanes only during the hours of heavy commuter traffic, as determined by Caltrans. The bill authorizes Caltrans, on or after May 1, 2019, to reinstate 24-hour HOV lanes in Riverside County if Caltrans determines that limiting the HOV lanes result in an adverse impact to on safety, traffic conditions, or the environment. The bill also requires Caltrans to report to the Legislature on the impact on traffic of limiting the use of HOV lanes to the hours of heavy commuter traffic. *Moved to the Senate Inactive File.*

AB 108 (ASM Budget) Budget Trailer Bill 2-year
Makes statutory changes to implement funding in the 2017 Budget Act, as well as specified GGRF funds appropriated under the 2016 Budget Act. The bill has several sections that relate to CARB; these sections address the following: (1) technical changes to dairy digester technologies subject to specified mitigation requirements; (2) CARB approval criteria for the Volkswagen investment plan under the 2.0-liter partial consent decree; (3) CARB requirement to consider the California State University when awarding contracts for air pollution research; (4) addition of climate goals consideration in awarding grants under the Agricultural Protection Planning Grant Program; and, (5) outreach requirements for agencies receiving GGRF appropriations and provisions for a one-year exemption from the Administrative Procedure Act for program guidelines developed for allocating GGRF funds appropriated by the Budget Act of 2016. *Moved to the Senate Inactive File.*

AB 109 (Ting) Budget Act of 2017 Chapter 249
Amends the Budget Act of 2017 by appropriating GGRF funds to CARB, the California Department of Forestry and Fire Protection (CalFire), the California Conservation Corps, the California Department of Community Services, the California Natural Resources Agency, the California Department of Resources Recycling and Recovery (CalRecycle), CEC, the Coast Conservancy, the Office of Emergency Services, the Office of Planning and Research, the Strategic Growth Council (SGC), and the Wildlife Conservation Board for various California Climate Investment Programs.

AB 115 (ASM Budget) Transportation Chapter 20
Of particular interest to CARB, the bill includes clean-up language associated with SB 1 (Beall, Chapter 5, Statutes of 2017), the Road Repair and Accountability Act of 2017, that removes an unnecessary cross-reference related to a temporary permit to operate a vehicle. The bill also revises the definition of “zero emission motor vehicle” for the purposes of informing new vehicle fees levied as a part of SB 1.

AB 118 (ASM Budget) Transportation 2-year
Provides for statutory changes to implement transportation provisions in the Budget Act of 2017. In particular, the bill apportions State funds in the Trade Corridor Enhancement Account to eligible State or regional infrastructure projects, as specified, along freight movement corridors. In addition, the bill requires that federal funds apportioned to the State be expended consistent with the revised requirements of the Trade Corridor

Enhancement Account. The bill also prohibits specified funding from being used for projects that include the purchase of fully-automated cargo-handling equipment. *Moved to the Senate Inactive File.*

AB 123 (ASM Budget) Budget 2-year
Amends the Budget Act of 2017. Of particular interest to CARB, the bill requires CARB to develop criteria for implementing the Zero/Near-Zero Emission Warehouse Program, with public input, using the existing Air Quality Improvement Program funding plan process. *Moved to the Senate Inactive File.*

AB 125 (ASM Budget) Clean Energy Job Creation Program 2-year
Appropriates money remaining in the Job Creation Fund, as determined by CEC as of March 1, 2018, for projects related to improving energy efficiency at local educational agencies, as specified. Of specific interest to CARB, the bill appropriates \$75 million of the remaining funds from Proposition 39 to school districts and county offices of education for grants or loans for schoolbus retrofit or replacement. The program is administered by CEC, in consultation with CARB. The bill prioritizes the following: (1) school districts and county offices of education operating the oldest schoolbuses or schoolbuses operating in disadvantaged communities identified by CalEnviroScreen, as determined by CARB; and (2) school districts or county offices of education with a majority of students eligible for free or reduced-price meals in the prior year. The bill mandates that any schoolbus replaced through the Program be scrapped and authorizes a local air district to administer provided funding, if authorized by CEC. *Moved to the Senate Inactive File.*

AB 134 (ASM Budget) Budget Act of 2017 Chapter 254
Amends the Budget Act of 2017 by appropriating GGRF funds to CARB for various California Climate Investment Programs.

AB 135 (ASM Budget) Transportation Chapter 255
Of particular interest to CARB, this bill modifies the Transit and InterCity Rail Capital Program such that letters of no prejudice are optional for projects funded with any source, not just those projects funded with GGRF funds. In addition, the bill authorizes the Secretary of Transportation to assume the responsibilities of the U.S. Secretary of Transportation under NEPA (National Environmental Policy Act) and other federal environmental laws for any railroad, public transportation, or multimodal project undertaken by State agencies, as specified. The bill also provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of these responsibilities, and repeals these provisions on January 1, 2021.

AB 151 (Burke) Cap-and-Trade 2-year
Requires CARB to report to the appropriate policy and fiscal committees of the Legislature to receive input, guidance, and assistance before adopting guidelines and regulations implementing the Scoping Plan and adopting rules and regulations to achieve the 2030 GHG emissions reduction goal. The bill also creates the Compliance Offsets

Protocol Task Force for the purpose of investigating, analyzing, and providing guidance to CARB in approving new offset protocols, with a priority on the development of new urban offset protocols. Finally, the bill requires CARB to report to the Legislature on the need for increased education, job training, and workforce development to achieve the 2030 goal. *Moved to the Assembly Inactive File.*

AB 179 (Cervantes) California Transportation Commission Chapter 737
Requires CTC and CARB to hold at least two annual joint meetings to coordinate implementation of transportation policies. These include interagency efforts on implementing the Sustainable Freight Action Plan, developing the update of the California Transportation Plan, and setting regional GHG emissions reduction targets. The bill provides further direction to the Governor regarding appointments to CTC.

AB 184 (Berman) Sea Level Rise Planning Database Chapter 338
Extends from January 1, 2018, to January 1, 2023, the sunset on provisions requiring various public agencies and private entities to provide sea level rise planning information to the Natural Resources Agency, and provisions requiring the Natural Resources Agency to include that information in a database.

AB 188 (Salas) Enhanced Fleet Modernization Program Chapter 629
Directs CARB to alter the Enhanced Fleet Modernization Program (EFMP) vehicle eligibility requirements by applying the existing fuel economy standards for minivans to light-duty pickup trucks by July 1, 2019.

AB 193 (Cervantes) Enhanced Fleet Modernization Program 2-year
Requires CARB to create the Clean Reused Vehicle Rebate Project as part of the Air Quality Improvement Program, to provide an applicant with any of the following: (1) a rebate of up to \$1,800 for the acquisition of an eligible used vehicle from a licensed dealer; (2) a rebate for the replacement or refurbishment of a battery and related components for an eligible used vehicle, for a vehicle service contract for the battery and related components, or for both; or (3) a rebate for a vehicle service contract to cover unexpected vehicle repairs not covered by the manufacturer's warranty related to unique problems in eligible used vehicles. Rebates are limited to one per vehicle, and limited to a vehicle whose previous owners have not received a Clean Vehicle Rebate Project (CVRP) rebate for that vehicle. Applicants for the Clean Reused Vehicle Rebate Project are prioritized based on income or air quality parameters, as specified. CARB must coordinate the Clean Reused Vehicle Rebate Project with CVRP, EFMP, and the Charge Ahead California Initiative, as specified, and collaborate with other State departments and agencies to enforce safeguards against fraudulent activity. *Moved to the Senate Inactive File.*

AB 196 (Bigelow) GGRF: Water Supply and Wastewater Systems Dead
Would have authorized the use of GGRF funds for electric pump efficiency, water and wastewater systems, pump and pump motor efficiency improvements, and drinking water transmission and distribution systems' water loss, if the investment reduced GHG emissions. *Held on suspense in the Senate Appropriations Committee.*

AB 239 (Ridley-Thomas) CEQA: Urbanized Areas 2-year
Modifies the definition of “urban area” and “urbanized area” under the California Environmental Quality Act (CEQA) to specify that the population density of the unincorporated urban area be at least 1,000 persons per square mile. *Failed passage in the Assembly Natural Resources Committee and was granted reconsideration.*

AB 246 (Santiago) CEQA: Environmental Leadership Act Chapter 522
Extends until January 1, 2019, the Jobs and Economic Improvement Through Environmental Leadership Act of 2011, which establishes a procedure for streamlining judicial decisions on CEQA challenges to the approval of certain environmentally sustainable projects with an investment of at least \$100 million. The bill requires that projects be certified as “gold” in the Leader in Energy and Environmental Design program and achieve a 15 percent or greater standard for transportation efficiency in relation to comparable projects.

AB 247 (Garcia, C.) Lead Advisory Task Force Vetoed
Would have required the Office of Environmental Health Hazard Assessment (OEHHA) to convene a Lead Advisory Task Force by April 1, 2018, to review and advise State and local entities on policies and procedures to reduce childhood lead poisoning. The Lead Advisory Task Force would have sunset April 1, 2022.

AB 262 (Bonta) GHG Emissions & Public Works Contracts Chapter 816
Requires the Department of General Services (DGS) to establish, and publish in the State Contracting Manual, a maximum acceptable global warming potential for each category of eligible materials, as specified. This bill requires specified awarding agencies to include in the specifications for public works bids, the facility specific global warming potential for any required eligible material to ensure that it does not exceed the maximum acceptable global warming potential established by DGS for that material. The bill identifies “eligible materials” as carbon steel rebar, flat glass, mineral wool board insulation, and structural steel.

AB 271 (Caballero) PACE Program 2-year
Allows county tax collectors to direct a county auditor to remove a delinquent Property Assessed Clean Energy (PACE) assessment from the tax roll, among other changes to statutes that govern unpaid PACE assessments. Moved to the Senate Inactive File.

AB 278 (Steinorth) CEQA: Exempting Transportation Infrastructure 2-year
Exempts from CEQA, a project or the issuance of a permit for a project comprising the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill instead requires the public agency carrying out the project to take certain actions. *Failed passage in the Assembly Natural Resources Committee and was granted reconsideration.*

AB 287 (Holden) **State Highway Route 710 Advisory Committee** **2-year**
Requires Caltrans, in consultation with the Los Angeles County Metropolitan Transportation Authority, to establish an advisory committee to study the alternatives considered in the State Route 710 North Draft Environmental Impact Report (EIR) and other transit options to improve travel in, and environmental impacts of, the State Route 710 North project area. *Failed passage in the Assembly Transportation Committee and was granted reconsideration.*

AB 302 (Gipson) **Air Quality Management District: Fleets** **2-year**
Allows the South Coast Air Quality Management District to require operators of public and commercial fleet vehicles comprising one or more vehicles to purchase zero emission or near-zero emission vehicles and require these vehicles to be operated in the District. The bill also defines zero emission and near-zero emission as a vehicle, fuel, or technology that reduces emissions of oxides of nitrogen by at least 90 percent, when compared with engines certified at the 2010 model year emission standard for oxides of nitrogen. *Was not heard in the Assembly Transportation Committee.*

AB 311 (Mathis) **Methane: Dairy and Livestock** **2-year**
Spot bill related to the requirement for CARB to approve and begin implementing a comprehensive strategy to reduce short-lived climate pollutant emissions in California to reduce methane 40 percent, hydrofluorocarbon gases 40 percent, and anthropogenic black carbon 50 percent below 2013 levels by 2030, as specified. *Remains at the Assembly Desk.*

AB 378 (Garcia, C.) **GHG, Criteria Pollutant, and TAC Emissions** **2-year**
Authorizes CARB to adopt or subsequently revise new regulations that establish a market-based compliance mechanism to reduce GHG emissions from January 1, 2021 to December 31, 2030, to complement direct emissions reduction measures. CARB must account for the social costs of GHG emissions when adopting rules and regulations to achieve the statewide GHG emissions limit. The bill also requires CARB, by January 1, 2019, in consultation with affected local air districts, to adopt air pollutant emission standards for criteria air pollutants and toxic air contaminants (TAC), applicable to industrial facilities subject to the Cap-and-Trade Program. In addition, the bill prohibits CARB from allocating allowances from the Cap-and-Trade Program to a facility that does not meet those standards. *Moved to the Assembly Inactive File.*

AB 388 (Mullin) **GGRF: Wetland Restoration Projects** **Dead**
Would have authorized the use of GGRF funds for wetland restoration projects that used dredged material, if the investment furthered the regulatory purposes of AB 32 and was consistent with law. *Held on suspense in the Senate Appropriations Committee.*

AB 398 (Garcia, E.) **Cap-and-Trade** **Chapter 135**
Clarifies the role of California's Cap-and-Trade Program to December 31, 2030. The bill requires CARB, in adopting a regulation to implement the extension, to make several changes to the Cap-and-Trade Program, including establishing a price ceiling, establishing two price containment points at levels below the ceiling, developing approaches to

increase offset projects in California, reducing the offset usage limit, setting industry assistance factors at levels applicable to the 2015-2017 compliance period, and evaluating the need to enhance allowance banking rules to discourage speculation. The bill also creates the Compliance Offsets Protocol Task Force and the Independent Emissions Market Advisory Committee, imposes new requirements on the 2017 Scoping Plan Update, and preempts local air districts from regulating combustion carbon dioxide emissions from sources subject to the Cap-and-Trade Program.

AB 399 (Grayson) Autonomous Vehicles: Pilot Project 2-year

Authorizes the Contra Costa Transportation Authority to conduct a pilot project for the testing of autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, if the testing is conducted only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. *Was not heard in the Assembly Transportation Committee.*

AB 419 (Salas) GHGs: Life-Cycle Emissions Profiles 2-year

Appropriates \$500,000 from GGRF to CARB to fund work by the University of California to study and assess the life-cycle emissions profiles from conversion of forest, agricultural, and landfill waste into bioenergy and biofuels. *Remains in the Senate Rules Committee.*

AB 438 (Caballero) Surface Mining: GHG Emissions 2-year

Requires a city or county acting as a lead agency under the Surface Mining and Reclamation Act of 1975 to notify CARB when an application for a new permit or to renew a permit for a surface mining operation for construction aggregate operations is filed. The bill requires CARB to prepare and provide to the city or county a low-carbon infrastructure supply chain analysis, as specified, to assist in its decisionmaking role under the Surface Mining and Reclamation Act of 1975. *Was not heard in the Assembly Natural Resources Committee.*

AB 475 (Chau) Salvage and Dismantled Vehicle Registration N/A

Would have added a certification of structural integrity in an appropriate form as determined by DMV to the requirements for registering a vehicle that has been reported as a total loss salvage vehicle or dismantled vehicle. *Amended to deal with information technology procurements.*

AB 476 (Gipson) Vehicles: Weight Classifications 2-year

Redefines a heavy-duty vehicle as a vehicle having a manufacturer's maximum gross vehicle weight rating of 26,001 or more pounds. *Failed passage in the Assembly Transportation Committee and was granted reconsideration.*

AB 483 (Bocanegra) Noncommercial Airport Air Monitoring 2-year

Requires noncommercial airports built prior to 1960 and located within a disadvantaged community to monitor air quality to determine the airport's impact on localized air pollution and AB 32 climate targets. The data must be collected in real time and submitted quarterly to CARB and the appropriate local air district, who will annually

compile and analyze the data with respect to public health impacts annually. The bill also requires the Department of Toxic Substances Control to perform soil testing at the airports and report to the Legislature. *Was not heard in the Environmental Safety and Toxic Materials Committee.*

AB 498 (Harper) **Fire Rings** **2-year**
This is a spot bill related to fire rings at State and local beaches. *Remains at the Assembly Desk.*

AB 496 (Fong) **Transportation Funding** **2-year**
Creates the Traffic Relief and Road Improvement Account to fund road maintenance and repair. The bill requires DOF to estimate what revenue would have been generated by increasing diesel and gasoline taxes to 3.5 percent and takes an equivalent amount of revenue from GGRF. The bill transfers the equivalent amount of revenue generated by the \$8 smog abatement fee increase and the \$3 increased registration fee for the Alternative and Renewable Fuel and Vehicle Technology Program from GGRF to the Traffic Relief and Road Improvement Account. *Was not heard in the Assembly Transportation Committee.*

AB 499 (Harper) **CEQA** **2-year**
Spot bill relating to CEQA infill projects. *Remains at the Assembly Desk.*

AB 509 (Frazier) **Tire Recycling Regulatory Fee** **Dead**
Would have required, until January 1, 2024 and after a finding by CalRecycle, a waste tire generator that is a retail seller of 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 also would have required CalRecycle to track revenue from the California tire regulatory fee separately and would have required those funds to be used for specified activities. *Held on suspense in the Senate Appropriations Committee.*

AB 520 (Harper) **Local Restrictions on Coal** **2-year**
Prohibits local governments from prohibiting the shipment or storage of any energy source material, including, but not limited to, coal, within its jurisdiction. *Was not heard in the Assembly Local Government Committee.*

AB 523 (Reyes) **EPIC: Allocation** **Chapter 551**
Requires CEC, until July 1, 2023, to allocate at least 25 percent of funds in the Electric Program Investment Charge (EPIC) Fund for technology demonstration and deployment projects located in, and benefiting, disadvantaged communities. The bill requires CEC to allocate at least an additional 10 percent for the same category of projects located in, and benefiting, low-income communities.

AB 531 (Irwin) **Information Security Technologies** **Vetoed**
Would have required the Office of Information Security within the California Department of Technology to review by July 1, 2019, information security technologies currently in place at State agencies. The review would have determined if there were sufficient policies, standards, and procedures in place to protect critical government information and prevent the compromise or unauthorized disclosure of sensitive digital content inside or outside the firewall of State agencies. The bill also would have required the Office of Information Security to develop a statewide plan to protect critical government information.

AB 544 (Bloom) **HOV Lanes: Vehicle Exemption** **Chapter 630**
Extends the Clean Air Vehicle Decals program for newer eligible vehicles purchased or leased from 2017 forward, and repeals all provisions of the Clean Air Vehicle Decals program on September 30, 2025. The Clean Air Vehicle Decals program exempts eligible vehicles from occupancy requirements in HOV and certain high-occupancy toll HOT lanes. Among other things, the bill restricts eligibility based on income and participation in CVRP, requires CARB to make specified changes to the CVRP application, limits the time a Clean Air Vehicle Decal is valid, and effectively allows only one Decal per vehicle to be valid for up to four years.

AB 546 (Chiu) **Local Permitting of Energy Storage** **Chapter 380**
Requires cities and counties to accept electronic submissions of permit applications for advanced energy storage installations, and make documentation for such permitting available on their Internet Web sites.

AB 555 (Cunningham) **Zero and Near-Zero Emission Schoolbuses** **Dead**
Requires CARB to establish the Zero Emission and Near-Zero Emission Schoolbuses Program to provide grants to replace older, high-polluting schoolbuses with zero and near-zero emission schoolbuses. The bill also continuously appropriates four percent of GRRF money for fiscal years 2017-2018, 2018-2019, and 2019-2020 to CARB to fund the Program. *Was not heard in the Assembly Natural Resources Committee.*

AB 558 (Quirk-Silva) **Flexible Fuel Vehicles** **2-year**
Authorizes the Joint Legislative Committee on Climate Change Policies to recommend that CARB provide education and support to local governments regarding specific components of local government climate action plans, such as the benefits of procuring flexible fuel vehicles and E85 fuel for those vehicles. The bill also requires CARB to provide for an expedited certification process for new motor vehicles that are flexible fuel vehicles capable of utilizing E85 fuel or gasoline, to certify vehicle models that are certified to federal standards, and to maximize the use of E85 in flexible fuel vehicles that operate in California. In addition, the bill requires CARB to include in a specified report, the actual GHG emissions reductions resulting from these actions. *Was not heard in the Senate Environmental Quality Committee.*

AB 577 (Caballero) **Disadvantaged Communities** **2-year**
Expands the definition of a disadvantaged community in the Water Code to include a community with an annual per capita income that is less than 80 percent of the statewide annual per capita income, in addition to the current disadvantaged community definition of “a community with an annual median household income that is less than 80 percent of the statewide annual median household income.” *Was not heard in the Assembly Environmental Safety and Toxic Emissions Committee.*

AB 582 (Garcia, C.) **Vehicle Emissions: Surveillance** **Dead**
Would have required CARB to enhance its activities for certification, compliance, and auditing of new motor vehicle emissions and to increase vehicle testing under in-use and real-world conditions. The bill would have created the Certification Fund and the Certification Account in the State Treasury for appropriation of funds by the Legislature to implement the enhanced surveillance activities. The bill would have allowed CARB to impose fees and penalties on vehicle manufacturers to cover the costs of these activities - up to \$5 million in fiscal year 2018-2019, not to increase in subsequent years by an amount greater than the annual increase in the California Consumer Price Index, operational costs, and labor costs. *Held under submission in the Senate Appropriations Committee.*

AB 594 (Irwin) **CEQA: Solar & Wind Energy** **2-year**
Indefinitely exempts a proposed photovoltaic or wind energy generation facility that would demand no more than 50 acre-feet of water annually from a water supply assessment required by CEQA. This bill extends and modifies current law that exempts these facilities until January 1, 2018, as long as they demand no more than 75 acre-feet of water annually. *Was not heard in the Assembly Water, Parks, and Wildlife Committee.*

AB 600 (Cooper) **Tax Exemption for Electricity Generation** **Dead**
Would have modified the manufacturer’s partial sales tax exemption by expanding eligibility to certain agricultural businesses, as well as to those engaged in electric power generation or distribution. The bill also would have modified the definition of “useful life” for the purposes of determining eligible property purchases subject to the exemption, and extended the sunset of the exemption from July 1, 2022 to July 1, 2027. *Held on suspense in the Assembly Appropriations Committee.*

AB 615 (Cooper) **Clean Vehicle Rebate Project** **Chapter 631**
Extends the sunset date from January 1, 2018, to January 1, 2019, for provisions instituted by SB 859 (Budget and Fiscal Review, Chapter 368, Statutes of 2016). These provisions require CVRP to implement specified income caps for program eligibility, provide additional rebate incentives to low-income applicants, prioritize rebate payments for low-income applicants, improve low-income outreach, and require eligible vehicles to have a minimum 20-mile range. The bill also requires CARB to work with, and contract with, either the University of California or California State University to prepare and submit to the Legislature no later than December 31, 2018, a report on the impact of CVRP on the State’s zero emission vehicle market.

AB 617 (Garcia, C.) Reducing Pollution in Communities Chapter 136

Establishes a suite of actions to address air pollution in impacted communities. The bill establishes a community monitoring program, which includes fence-line monitoring at the discretion of the local air districts. The bill also requires CARB to prepare a statewide strategy to reduce toxic air contaminant and criteria pollutant emissions in communities affected by a high cumulative exposure burden. The bill requires local air districts with communities identified in the statewide strategy to adopt community emissions reduction programs. Additionally, the bill requires annual reporting by specified stationary sources of criteria air pollutant emissions and toxic air contaminant emissions; updated best available control retrofit technology on facilities subject to California's Cap-and-Trade program by 2023; CARB to establish a clearinghouse for best available control technology and best available retrofit control technology; and local air districts to use the information in CARB's clearinghouse when updating best available control technology determinations and related technologies for controlling toxic air contaminants. The bill also increases civil and criminal nonvehicular penalties from \$1,000 to \$5,000, adjusted annually for inflation.

AB 623 (Rodriguez) Autonomous Vehicles: Accident Reporting 2-year

Requires the operator of an autonomous vehicle to follow existing motor vehicle accident reporting requirements, and requires the California Highway Patrol or any other peace officer to specify an autonomous vehicle was involved in the traffic collision in any manner. *Was not heard in the Senate Appropriations Committee.*

AB 630 (Cooper) Enhanced Fleet Modernization Program Chapter 636

Codifies the EFMP Plus Up Pilot Project in statute as a permanent program administered by CARB and renames it Clean Cars 4 All. The bill requires CARB to adopt guidelines for the Clean Cars 4 All program, set measurable goals, and annually post specified information online relative to performance for both the Clean Cars 4 All program and EFMP. The bill specifies funding sources CARB may utilize for both programs, upon appropriation by the Legislature.

AB 634 (Eggman) Solar Energy Installations Chapter 818

Prohibits homeowner's associations from requiring approval of the membership of the common interest development for installation of a solar energy system in specified locations, and clarifies provisions that allow the imposition of reasonable restrictions on solar energy systems.

AB 649 (Dahle) Community Choice Aggregators 2-year

Spot bill that makes a technical, nonsubstantive change to the language requiring that the governing body of a community choice aggregator adopt a policy expressly prohibiting dissemination of false information relative to the community choice aggregator's rates or terms and conditions of service. *Remains in the Assembly Rules Committee.*

AB 655 (O'Donnell) **Municipal Solid Waste in RPS** **2-year**
Repeals existing Renewables Portfolio Standard (RPS) provisions, which provide that combustion of municipal solid waste is not an eligible renewable energy resource, except for electricity generated by a facility in Stanislaus County before January 1, 2017. Instead, the bill provides that "transformation" of municipal solid waste is an eligible renewable energy resource, if the facility operates, on an annual basis, at not less than 20 percent below the permitted emissions of air contaminants, or the toxic air contaminants concentration limits for the facility, and the operator of the facility has reported its emissions to the applicable local air district for a period of not less than five years immediately before the determination of eligibility. *Failed passage in the Assembly Natural Resources Committee and was granted reconsideration.*

AB 657 (Cunningham) **Small Business Liaison** **Chapter 81**
Requires a State agency that significantly regulates or impacts small business to widely publicize the position of small business liaison by prominently displaying their name and contact information on the agency website. These State agencies must also to provide the Office of Small Business Advocate within the Governor's Office of Business and Economic Development (GO-Biz) and DGS the name and contact information of the liaison by March 1, 2018, and alert GO-Biz and DGS about any vacancy in the position.

AB 692 (Chu) **Schoolbuses: Passenger Restraint Systems** **Dead**
Would have required school districts to complete and report an inventory of schoolbuses with vehicle-specific information, including whether each school bus is equipped with passenger restraint systems. The bill also would have required a workgroup of specific agencies to report a plan to the Legislature to have all schoolbuses equipped with passenger restraint systems by January 1, 2023, unless otherwise specifically prohibited. The bill would have encouraged a school district to comply with the plan by either retrofitting school buses already in its fleet or purchasing new school buses; CARB's Lower-Emission School Bus Program was set forth as one of two potential funding sources. *Held under submission in the Senate Appropriations Committee.*

AB 725 (Levine) **State Beaches and Parks: Smoking Ban** **Vetoed**
Would have made it an infraction for a person to smoke, as defined, or to dispose of used cigar or cigarette waste on a State coastal beach or in a unit of the State Park system, with certain exceptions.

AB 726 (Holden) **CAISO Regionalization** **2-year**
Authorizes the transformation of the California Independent System Operator (CAISO) into a regional organization if the CAISO governing board undertakes certain steps and the Commission on Regional Grid Transformation, which the bill creates, makes specified findings by December 31, 2018. The bill also requires utilities with more than 100,000 service connections in California to procure tax-advantaged renewable resources and requires entities that sell electricity to end-use consumers to report the GHG emissions intensity associated with the electricity sold. This bill is similar to AB 813. *Remains in the Senate Rules Committee.*

AB 733 (Berman) **Infrastructure Financing: Climate Change** **Chapter 657**
Authorizes an enhanced infrastructure financing district to finance projects that enable communities to adapt to the impacts of climate change.

AB 739 (Chau) **State Vehicle Fleet Purchases** **Chapter 639**
Requires DGS to reach State fleet purchase targets for zero emission heavy-duty vehicles with a gross vehicle weight rating of 19,000 pounds or more, of at least 15 percent beginning December 31, 2025 and at least 30 percent by December 31, 2030. The targets do not apply to special performance vehicles necessary for public safety. If DGS finds it cannot meet the mandates by the end of 2026, the bill requires DGS to take specified steps, in consultation with CARB, to address the barriers.

AB 759 (Dahle) **Integrated Resource Plans** **Chapter 140**
Exempts electrical cooperatives from the requirement to submit an integrated resource plan to CPUC, if the cooperative has an annual electrical demand below 700 gigawatt hours.

AB 771 (Quirk) **Burning of Forest Lands: Forest Land Owners** **Dead**
Would have required CalFire, in consultation with CARB, local air districts, and others, to develop an Internet Web site by July 1, 2018, that provides the public specific information related to prescribed burns. CalFire also would have been required to develop a uniform prescribed burn template for forest landowners that provided standardized procedures associated with planning and implementation of a prescribed burn and met specified objectives. Held on suspense in the Assembly Appropriations Committee.

AB 797 (Irwin) **Solar Thermal Systems** **Chapter 473**
Extends the California Solar Initiative Thermal Program funding for two years and targets significant resources for solar thermal for low-income housing and buildings in disadvantaged communities.

AB 798 (Garcia, E.) **Salton Sea Restoration** **N/A**
Would have required the Natural Resources Agency by June 30, 2018, to establish a timeline for completing the medium-term goal of establishing 25,000 acres of wildlife habitat, air quality projects, and other specified projects; attempt to secure adequate funding to accomplish such goal; and complete a plan for the long-term restoration and management of the Salton Sea, including identifying adequate funding to carry out activities in the plan. *Amended to deal with local government.*

AB 803 (Quirk) **Low-Income Energy Efficiency Programs** **Dead**
Would have required CPUC to prepare the statutorily-required Low-Income Needs Assessment every five years, instead of every three years. The bill also would have expanded the assessment to consider whether available technologies adequately address the needs of low-income electricity and gas customers, and the overall participation rates of low-income customers in existing low-income programs for which they are eligible. Held on suspense in the Senate Appropriations Committee.

AB 805 (Gonzalez Fletcher) Transportation Program Guidelines Chapter 658

States the intent of the Legislature that the San Diego Association of Governments, in updating its regional comprehensive plan, address the regional GHG reduction targets set by CARB. The plan must also include strategies that provide for mode shift to public transportation, identify disadvantaged communities, and include strategies to reduce pollution exposure in such communities. The bill makes numerous changes to the organization and governance of the San Diego Association of Governments, the San Diego Metropolitan Transit System, and the North County Transit District.

AB 813 (Holden) CAISO Regionalization 2-year

Authorizes the transformation of CAISO into a regional organization if the CAISO governing board undertakes certain steps and the Commission on Regional Grid Transformation, which the bill would create, makes specified findings by December 31, 2018. The bill also requires utilities with more than 100,000 service connections in California to procure tax-advantaged renewable resources and requires entities that sell electricity to end-use consumers to report the GHG emissions intensity associated with the electricity sold. This bill is similar to AB 726. *Remains in the Senate Rules Committee.*

AB 816 (Kiley) Webcasting of Public Meetings Dead

Would have required each CalEPA board, department, and office 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 would have 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 863 (Cervantes) AHSC Program Vetoed

Would have required that a project receiving funding under the Affordable Housing and Sustainable Communities (AHSC) Program be encouraged, among other things, to employ local entrepreneurs and workers utilizing appropriate workforce training programs. The bill also would have made related revisions to the policy objectives for the program.

AB 870 (Levine) Transportation Program Guidelines 2-year

Repeals the general exemption to the Administrative Procedures Act for guidelines adopted to implement transportation programs. *Was not heard in the Assembly Transportation Committee.*

AB 890 (Medina) Land Use Planning and Zoning: Initiatives Vetoed

Gives local government exclusive authority to adopt or amend a general plan, specific plan, or zoning ordinance; prohibits the approval or amendment of a development agreement through the initiative process; and specifies that these requirements do not apply to initiatives certified before January 1, 2018.

AB 891 (Garcia, E.) Air Quality Monitoring in the Border Region N/A

Would have required CARB to increase air monitoring in California along the Mexico border and would have required CARB and OEHHA to include one year of data from the community air monitoring studies being conducted in the same area in the next update of CalEnviroScreen. *Amended to deal with tribal gaming compact ratification.*

AB 912 (Oberholte) Small Business Regulatory Fairness Act Dead

Would have required State agencies to assist a small business in achieving compliance with statutes and regulations administered by the State agency and assist a small business during an enforcement action by the State agency. This bill also would have required State agencies to establish a policy by December 31, 2018, to provide for reduction of civil penalties for a small business, under appropriate circumstances and post an annual report on their website concerning application of the policy. *Held on suspense in the Assembly Appropriations Committee.*

AB 914 (Mullin) Transmission Planning for Energy Storage 2-year

Requires CPUC, in its oversight of investor-owned utilities and its participation in the transmission planning process of CAISO, to ensure that nonwire alternatives are considered before the use of traditional transmission assets or infrastructure. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 915 (Ting) Planning and Zoning Dead

Would have authorized San Francisco, to apply its inclusionary housing ordinance to the total number of housing units in a proposed development, including any additional units granted under the Density Bonus Law, but only after the Department of Housing and Community Development has determined the ordinance is broadly feasible for density bonus projects, as specified. *Held on suspense in the Senate Appropriations Committee.*

AB 920 (Aguiar-Curry) Baseload Generation in Integrated Resource Plans Dead

Would have directed CPUC to assess the need for, and benefits of, existing and future renewable baseload generation and determine whether a procurement mandate is needed to meet the bill's description of a "diverse and balanced portfolio of resources." *Held on suspense in the Senate Appropriations Committee.*

AB 922 (Dahle) Forest Practices: Violations 2-year

Spot bill on forest practices and violations. *Remains at the Assembly Desk.*

AB 943 (Santiago) Land Use Regulations: Local Initiatives 2-year

Requires that an ordinance or an amendment of an ordinance that is on a ballot and that would reduce density or stop development or construction of any parcels located less than one mile from a major transit stop, receive 55 percent of the votes cast to become effective. This provision only applies to a county or city and county with a population of 750,000 or more, or a city located within a county with a population of 750,000 or more as of January 1, 2017, with specified exceptions. *Held on suspense in the Senate Appropriations Committee.*

AB 954 (Chiu) Organic Waste Reduction N/A

Would have required CalRecycle to include in the analysis of the progress made on the organic waste reduction targets, the status of industry efforts and federal legislation to reduce consumer food waste, including the adoption of uniform labels on food. *Amended to deal with food date labels.*

AB 956 (Ting) Corner Store Energy Efficiency 2-year

Requires each investor-owned utility to develop a program, subject to the direction and supervision of CPUC, that provides incentives and assistance to owners, operators, or lessees of corner stores, to reduce their electricity and gas bills through conservation and energy efficiency improvements in order to improve community access to healthy and fresh food options. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 962 (Allen, T.) State Seaport Infrastructure Financing 2-year

Requires the Infrastructure and Economic Development Bank, after consulting with appropriate State and local agencies, to establish criteria, priorities, and guidelines for the selection of infrastructure development and equipment purchase projects submitted by harbor agencies, as defined, for assistance from the Bank, as specified. The bill would require the harbor agency to adopt a resolution that includes specified information, including the State fiscal and economic impacts estimated to result from the proposed infrastructure development or equipment purchase project. *Was not heard in the Assembly Local Government Committee.*

AB 964 (Calderon) California Affordable Clean Vehicle Program 2-year

Creates, until January 1, 2027, the California Affordable Clean Vehicle Program to assist low-income individuals in the purchase or lease of zero emission or plug-in vehicles for personal or commercial use, and other eligible projects. The bill requires the California Pollution Control Financing Authority (CPCFA) to administer the Program in consultation with CARB. The bill also authorizes CPCFA to offer financing mechanisms to low-income individuals, including establishing a loss reserve account and providing funds to financial institutions to reduce the interest rates charged on qualified loans. The bill establishes the California Affordable Clean Vehicle Program Fund, and authorizes CPCFA to utilize the funds, upon appropriation by the Legislature, for purposes of the Program. *Was not heard in the Senate Appropriations Committee.*

AB 1014 (Cooper) Diesel Backup Generators Chapter 145

Requires a health facility, as defined, to test and maintain each of its diesel backup generators and standby systems in conformance with the National Fire Protection Association 110: Standard for Emergency and Standby Power Systems adopted by the Life Safety Code and the federal Centers for Medicare and Medicaid Services. The bill specifies that it does not affect the authority of CARB or a local air district to regulate diesel backup generators owned by a health facility.

AB 1022 (Irwin) **Technology Recovery Plan** **Chapter 790**
Requires each State agency, as part of its Technology Recovery Plan, to provide the Department of Technology with an inventory of all critical infrastructure controls, and associated assets, in the possession of the agency. The bill also authorizes a local entity that receives State funds for storing, sharing, or transmitting data, or in support of an information technology project with a State entity to submit a Technology Recovery Plan to the Department of Technology, upon request of the Department of Technology.

AB 1030 (Ting) **Energy Storage** **Dead**
Would have required CPUC and the governing boards of local publicly owned utilities to establish a rebate program dedicated to energy storage and that carves out a portion of funding for low-income customers and disadvantaged communities. *Failed passage in the Assembly Utilities and Energy Committee.*

AB 1036 (McCarty) **Organic Waste: Composting** **2-year**
Requires local air districts, for the purposes of permits and long-term emissions reductions relating to a composting facility, to include in calculations for baseline criteria air pollutant and GHG emissions, the reduction in emissions resulting from not sending those organic materials to a landfill or directly applying them to land. The bill also defines “essential public service” as including, among other things, a landfill gas control or processing facility, sewage treatment works, composting facility, or water delivery operation, if owned and operated by a public agency. *Was not heard in the Senate Environmental Quality Committee.*

AB 1073 (Garcia, E.) **Clean Truck, Bus, ORV & Equip.** **Chapter 632**
Extends the current sunset date for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment (ORV) Technology Program to December 31, 2020. This program funds zero and near-zero emission truck, bus, and off-road vehicle and equipment technologies and related projects, with priority given to projects that benefit disadvantaged communities. The bill requires at least 20 percent of available California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program funding go to support the early commercial deployment of existing zero and near-zero emission heavy-duty truck technology.

AB 1081 (Burke) **Sales and Use Taxes Exemption** **Dead**
Before January 1, 2023, would have exempted from the definition of “sales price” and “gross receipts,” the value of a trade-in motor vehicle if the replacement vehicle meets specified State or federal emission standards. The exclusion would not apply to any tax levied by a county, city, or district pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law. Additionally, the exemption would not apply to any tax levied pursuant to Revenue and Taxation Code Section 6051.2 or 6201.2, any tax levied pursuant to Revenue and Taxation Code Section 6051 or 6201 that is deposited into the State Treasury to the credit of the Local Revenue Fund 2011 pursuant to Section 6051.15 or 6201.15, or any tax levied pursuant to Section 35 of Article XIII of the California Constitution. *Held on suspense in the Assembly Appropriations Committee.*

AB 1082 (Burke) EV Charging Infrastructure: Schools Chapter 637

Allows an electrical corporation to file a proposal with CPUC by July 30, 2018, for a pilot program to install plug-in EV charging stations at school facilities and other educational institutions within its service territory. CPUC must act on the proposals by December 31, 2018. The bill authorizes the educational institution choosing to participate in the pilot program to establish guidelines for use of the charging stations, including use by faculty, students, and parents, as well as the hours of availability. The bill requires that construction and maintenance of the charging stations and infrastructure be managed in coordination with the educational institution. The bill also provides for reasonable cost recovery by the electrical corporation under specified conditions, and requires the prevailing wage to be paid to all nonutility workers installing or maintaining charging stations.

AB 1083 (Burke) EV Charging: State Parks & Beaches Chapter 638

Allows an electrical corporation, in consultation with CARB and other specified State agencies, to file a proposal with CPUC by July 30, 2018, for a pilot program to install plug-in EV charging stations at State parks and beaches within its service territory. The State Department of Parks and Recreation must determine which beaches and parks are suitable for these installations, and CPUC must act on the proposals by December 31, 2018. Electrical corporations must prioritize parks and beaches that serve disadvantaged communities, as identified by CalEPA pursuant to the GGRF Investment Plan and Communities Revitalization Act. The bill provides for reasonable cost recovery by the electrical corporation under specified conditions, and requires the prevailing wage to be paid to all nonutility workers installing or maintaining charging stations.

AB 1088 (Eggman) Multifamily Housing Energy Programs Dead

Would have increased access to various existing distributed energy resource and water programs, to the benefit of multifamily residential properties and their residents, especially low-income residents of such properties. *Held on suspense in the Senate Appropriations Committee.*

AB 1113 (Bloom) State Transit Assistance Program Chapter 86

Limits the entities eligible to receive an allocation from the portion of State Transit Assistance Program funds based on transit operator revenues to State Transit Assistance Program eligible operators, as defined.

AB 1117 (Fong) CEQA: Nonenvironmental Impacts 2-year

Prohibits aesthetic effects and other effects that do not impact the environment from being considered significant effects on the environment, except under certain circumstances. The bill contains other related provisions to ensure that CEQA is not used for “nonenvironmental purposes,” including for competing with another business, delaying a project for reasons unrelated to environmental protection, or attempting to extract concessions unrelated to the environment from project proponents. *Was not heard in the Assembly Natural Resources Committee.*

AB 1121 (Chiu) **SF Bay Area Water Emergency Transp. Auth.** **2-year**
Increases the membership of the San Francisco Bay Area Water Emergency Transportation Authority from three to nine members, with five members appointed by the Governor, two members appointed by the Senate Committee on Rules, and two members appointed by the Speaker of the Assembly. *Was not heard in the Senate Transportation and Housing Committee.*

AB 1132 (Garcia, C.) **Order of Abatement** **Chapter 171**
Grants a local air district air pollution control officer authority to issue an interim order of abatement for specified air emission violations if the air pollution control officer finds that a person or company is causing an imminent and substantial endangerment to public health or welfare, or the environment. The bill also requires the local air district hearing board to hold and complete a hearing within 30 days after the local air district receives a notice of defense from an alleged violator subject to an interim order of abatement.

AB 1141 (Berman) **Autonomous Vehicles: Freight Transport** **2-year**
Requires DMV to adopt regulations, in consultation with Caltrans and the California Highway Patrol, by September 30, 2018, that establish standards for testing autonomous vehicles used to transport freight under specified conditions. In developing the regulations, DMV must consult with Caltrans and the Department of the California Highway Patrol on related topics, including appropriate routes and compliance with State and federal requirements for commercial drivers. *Was not heard in the Assembly Transportation Committee.*

AB 1152 (Dahle) **Vehicles: Motor Carriers** **2-year**
Changes the definition of a pickup truck to include a motor truck with a manufacturer's gross vehicle weight rating of less than 16,000 pounds that is equipped with an open box-type bed not exceeding 9 feet in length and that may be equipped with a bed-mounted storage compartment unit commonly called a "utility body." *Was not heard in the Assembly Appropriations Committee.*

AB 1160 (Bonta) **Autonomous Vehicles** **2-year**
Expands the definition of "autonomous vehicle" to include any vehicle equipped with technology that makes it capable of operation that meets the Level 3, 4, or 5 of automated driving, as defined by the Society of Automotive Engineers. *Was not heard in the Senate Transportation and Housing Committee.*

AB 1180 (Holden) **California Tire Fee** **N/A**
Would have increased the California tire fee by \$1.50. The bill also would have created the Stormwater Permit Compliance Fund and deposited the additional money in the fund; funds would have been made available to the State Water Resources Control Board (SWRCB), Division of Financial Assistance. In addition, the bill would have continuously appropriated money in the fund for competitive grants for projects and programs for municipal storm sewer system permit compliance requirements that would prevent or remediate zinc pollutants caused by tires in the State and for an annual audit of the fund. *Amended to deal with the Los Angeles County Flood Control District.*

AB 1184 (Ting) **Zero Emission Vehicle Incentive Program** **2-year**
Requires CARB, on or before January 1, 2019, to submit to the Legislature a report regarding the operation of its vehicle incentive programs that includes the funding levels necessary to support continuous, year-round operation of each of its zero and near-zero emission vehicle incentive programs, and changes to the zero emission vehicle incentive programs needed to increase market penetration of zero emission vehicles. *Ordered to the Senate Inactive File.*

AB 1187 (Garcia, E.) **Crowdsourcing and Citizen Science Act** **2-year**
Authorizes CalEPA and its boards, departments, and offices to use crowdsourcing and citizen science approaches, with guidance from an external advisory committee, to advance their respective environmental missions. The bill also requires CalEPA to provide a report, as specified, to the Legislature summarizing the crowdsourcing and citizen science projects conducted by CalEPA over the previous two fiscal years. *Was not heard in the Assembly Environmental Safety and Toxic Materials Committee.*

AB 1198 (Dahle) **Net Energy Metering** **2-year**
Changes a definition of “disadvantaged communities” to “lower income households” for a component of the net energy metering program. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1218 (Obernolte) **CEQA: Bicycle Transp. Plans Exemption** **Chapter 149**
Extends CEQA exemptions until January 1, 2021 for bicycle transportation plans for an urbanized areas and specified projects that are part of a bicycle plan, including, but not limited to, restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage.

AB 1233 (Cunningham) **Transportation Inspector General** **2-year**
Creates the independent Office of the Transportation Inspector General, appointed by the Governor and with specified duties and authority, to ensure that Caltrans, the High-Speed Rail Authority, and all other State agencies expending State transportation funds are operating efficiently, effectively, and in compliance with applicable federal and State laws. *Was not heard in the Assembly Transportation Committee.*

AB 1239 (Holden) **Building Standards: EV Charging Infrastructure** **Vetoed**
Would have required the Department of Housing and Community Development and the California Building Standards Commission to research, develop, and propose for adoption, building standards related to EV capable parking spaces for existing parking structures and lots, as specified, located adjacent to, or associated with, multifamily dwellings and nonresidential buildings. The standards would have been contained in a triennial edition of the California Building Standards Code adopted after January 1, 2018, as specified.

AB 1259 (Calderon) **EV Financing Assistance Program** **2-year**
Creates a financing assistance program to be administered by the California Pollution Control Financing Authority in consultation with CARB, under regulations approved by CARB. The bill expands the Capital Access Loan Program to include the purchase or

lease of an EV by low- and middle-income consumers and families. *Held on suspense in the Assembly Appropriations Committee.*

AB 1273 (Gallagher) CEQA: Levee Repairs Exemption Dead
Would have exempted from CEQA until July 1, 2023, repairs of critical levees of the State Plan of Flood Control within an existing levee footprint to meet public health and safety standards. The bill specified certain requirements instead. *Failed passage in the Assembly Natural Resources and Water Committee.*

AB 1274 (O'Donnell) Smog Check Exemption Chapter 633
Extends the time a new vehicle is exempt from the Smog Check program from six to eight years. The bill subjects those vehicles to a \$25 smog abatement fee for those years and directs \$21 of the revenue to the Air Pollution Control Fund – specifically for appropriation to the Carl Moyer Memorial Air Quality Standards Attainment Program (Carl Moyer Program). The remaining \$4 will be deposited in the Vehicle Inspection and Repair Fund to offset the reduction of revenues collected.

AB 1282 (Mullin) Transportation Permitting Task Force Chapter 643
Requires the Secretary of Transportation to establish a Transportation Permitting Task Force by April 1, 2018, in consultation with specified entities, to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The bill would require the Secretary of Transportation, by December 1, 2019, to prepare and submit to the relevant policy and fiscal committees of the Legislature, a report of findings based on the efforts of the task force.

AB 1284 (Dababneh) Property Assessed Clean Energy Program Chapter 475
Establishes requirements for PACE program administrators that must be met before PACE assessment contracts may be funded and recorded by a public agency. The bill also renames the California Finance Lenders Law as the California Financing Law, requires program administrators to be licensed under the California Financing Law, and establishes a regulatory scheme for the oversight of PACE solicitors and PACE solicitor agents.

AB 1288 (Eggman) Solid Waste Management: Funding 2-year
Requires CalRecycle, in adopting regulations to achieve specified targets for reducing organic waste in landfills, to conduct at least one public workshop to discuss funding strategies for new and expanded organic waste reduction infrastructure. *Was not heard in the Senate Environmental Quality Committee.*

AB 1293 (Irwin) Electrical Grid Investments Dead
Would have required publicly owned electric utilities, when adjusting their rates, to collect and analyze data supporting their proposed investments in the electrical grid. *Held on suspense in the Assembly Appropriations Committee.*

AB 1301 (Fong) **Joint Committee on Climate Change Policies** **2-year**
Declares that the mission of the Joint Legislative Committee on Climate Change Policies is to evaluate the actions of California and other governments to reduce GHG emissions and quantify the reductions from the prior year; evaluate the impact of California’s climate policies on the price of gasoline, electricity, and other commodities, including regional differences in prices; recommend to the Legislature how to prioritize allocating GGRF funds to achieve the greatest emissions reductions for each dollar spent; and track changes in the cost-effectiveness of clean technologies based on the amount of emissions avoided. The bill also requires the Chair of CARB to present the GHG emissions reduction measures identified in the Scoping Plan, including estimated reduction in emissions, estimated aggregate cost to regulated entities, estimated cost per ton of reductions, and technological feasibility of reduction measures. *Failed passage in the Assembly Natural Resources Committee and was granted reconsideration.*

AB 1317 (Gray) **Carl Moyer Program: Pumps** **Chapter 634**
Expands eligibility for the Carl Moyer Program funds to specifically include stationary irrigation or water conveyance engines not used in agriculture.

AB 1328 (Limón) **Oil and Gas: Water Quality** **Chapter 758**
Provides that in conducting an investigation of the quality of State waters that include the collection of information about discharge of wastewater produced from an oil or gas field, a regional board or SWRCB may also require the person or entity, or its supplier, as specified, to furnish information to that board relating to all chemicals in the discharged wastewater. The bill provides that existing trade secret protections apply to information disclosed pursuant to this requirement, when requested by a person or entity, or a supplier.

AB 1341 (Calderon) **Clean Vehicles: Income Tax Deduction** **2-year**
Allows, for taxable years beginning on or after January 1, 2018, and before January 1, 2023, a specified tax credit under the Personal Income Tax Law to a qualified taxpayer who purchases or leases a new zero or near-zero emission vehicle that is registered in California during the taxable year. The bill also allows a Personal Income Tax deduction for the purchase of a used zero or near-zero emission vehicle. The bill requires CARB to develop a process to allow eligible taxpayers to obtain approval prior to purchasing or leasing a qualified vehicle. Finally, the bill allows for the transfer of funds from GGRF, AQIP, or the Alternative and Renewable Fuel and Vehicle Program to the general fund, to compensate for revenue losses associated with the bill. *Held on suspense in the Assembly Appropriations Committee.*

AB 1342 (Flora) **GGRF: Forest, Organics, & Recycling Projects** **Dead**
Would have authorized the Legislature to appropriate GGRF funds to CalFire for healthy forest programs that reduce GHG emissions caused by uncontrolled wildfires, including vegetation management and forest overgrowth reduction. The bill also would have authorized the Legislature to appropriate GGRF funds to CalRecycle for in-State organic and inorganic waste projects that reduce GHG emissions, including composting, energy

production, food waste prevention, and recyclable material manufacturing projects. *Held on suspense in the Assembly Appropriations Committee.*

AB 1369 (Gray) **GGRF: Water Quality and Storage** **2-year**
Beginning in fiscal year 2018–2019, continuously appropriates 25 percent of GGRF funds to the Department of Water Resources for water storage projects and requires State water storage capacity to increase 25 percent by 2025 and 50 percent by 2020, among other provisions. *Was not heard in the Assembly Water, Parks, and Wildlife Committee.*

AB 1374 (Salas) **Diesel Taxes: Biofuel** **2-year**
Limits the definition of biodiesel to a biofuel that meets the specifications set forth by the American Society for Testing and Materials (ASTM) International for biodiesel. *Was not heard in the Assembly Revenue and Taxation Committee.*

AB 1383 (Fong) **AB 32 Regulations** **2-year**
Requires CARB, in developing a regulation pursuant to AB 32, to work with stakeholders to identify and address technical, market, regulatory, and other challenges and barriers; hold at least three public meetings in geographically diverse locations; make a finding that the regulation is technologically and economically feasible, is cost-effective, and includes mechanisms to minimize and mitigate potential leakage to other states and countries; and evaluate existing achievements made by incentive-based programs. The bill also requires CARB within two years of adopting a regulation pursuant to AB 32, to determine if sufficient progress has been made to overcome any technical, market, or regulatory challenges or barriers; evaluate whether there are any other challenges that have arisen; and revise the regulation as needed, based on the findings. *Was not heard in the Assembly Natural Resources Committee.*

AB 1400 (Friedman) **Alternative Energy Financing** **Chapter 476**
Prohibits microgrid projects from spending State funding from the Public Interest Research Development and Demonstration Program or the Electric Program Investment Charge on diesel generators.

AB 1404 (Berman) **CEQA: Infill Development Categorical Exemption** **Dead**
Would have required that a specific CEQA categorical exemption be modified to include proposed residential and mixed-use housing projects occurring within an unincorporated area of a county. *Held on suspense in the Senate Appropriations Committee.*

AB 1405 (Mullin) **Integrated Resource Plans** **N/A**
Would have required CPUC to consider the role of clean energy technology, demand response, and energy efficiency in helping to ensure each load-serving entity meets net-load peak energy needs and reliability needs, while reducing the need for new electricity generation resources and new transmission resources to meet the State’s energy goals at the least cost to ratepayers. *This bill was similar to SB 338 before it was amended to deal with digital signs on highways.*

AB 1414 (Friedman) **Solar Energy System Permits** **Chapter 849**
Reduces the maximum permit fee a city or county may charge for residential rooftop solar energy systems, applies these caps and commercial permit fee caps to a broader range of solar energy systems, and makes additional changes to existing law governing permit fees for rooftop solar energy systems and to the Solar Rights Act of 1978.

AB 1418 (O'Donnell) **Freight Transportation Systems** **Chapter 299**
Spot bill stating the Legislature's intent to enact legislation ensuring and promoting the competitiveness of California's statewide and local freight transportation systems, including job growth, in a manner consistent with the goals of the Sustainable Freight Strategy. *Amended to deal with the authority of city prosecutors.*

AB 1431 (Arambula) **Renewable Energy and Energy Efficiency** **Dead**
Would have required agencies administering energy efficiency, renewable energy, and rate assistance programs targeted in low-income and disadvantaged communities to collect and report specified data to be included in a database that categorizes spending by zip code. *Held on suspense in the Assembly Appropriations Committee.*

AB 1433 (Wood) **Natural and Working Lands: Application** **2-year**
Requires SGC to convene an interagency task force by April 1, 2018, to develop a common application form and application process for natural and working lands programs. The common application, to be developed by January 1, 2019, will serve as the application for all natural and working land programs funded with GGRF and other specified funding sources. The task force will receive and evaluate submitted applications to determine the most appropriate program and forward the application to the appropriate agency or department for consideration. *Was not heard in the Assembly Water, Parks, and Wildlife Committee.*

AB 1444 (Baker) **Autonomous Vehicle: Demonstration** **Chapter 719**
Authorizes the Livermore Amador Valley Transit Authority, under certain conditions and for a specified time, to conduct a shared autonomous vehicle demonstration project for testing autonomous vehicles that do not have a driver seated in the driver's seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, as specified. The bill would prohibit the authority from conducting the demonstration project if DMV has adopted specified regulations by December 31, 2017.

AB 1452 (Muratsuchi) **EV Charging & On-Street Parking** **Chapter 635**
Authorizes local jurisdictions to designate on-street parking for the exclusive use of EV charging, with specified conditions.

AB 1494 (Patterson) **Energy Efficiency** **2-year**
Spot bill that makes nonsubstantive changes to energy efficiency provisions in the Public Resources Code. *Remains in the Assembly Desk.*

AB 1512 (McCarty) Motor Vehicle Fuel Tax Law N/A
Spot bill related to the Motor Vehicle Fuel Tax Law. *Amended to deal with opioid addiction prevention and rehabilitation.*

AB 1530 (Gonzalez Fletcher) Urban Forestry Chapter 720
Updates the California Urban Forestry Act to require water management, heat island mitigation, technical assistance, and other activities related to urban forestry and disadvantaged communities.

AB 1531 (Berman) Renewable Energy N/A
Would have removed the resource capacity cap, location requirement, and program cap on the Renewable Energy Self-Generation Bill Credit Transfer Program. *Amended to deal with electronic filing of court fees.*

AB 1552 (Quirk-Silva) Distributed Generation Nonbypassable Charges N/A
Would have required the State's three largest electrical corporations to stop assessing utility-imposed nonbypassable charges against customers using clean distributed generation resources, as defined, for electricity generated and consumed on-site. Instead, the bill would have required those customers to pay all applicable fees, based only on electricity purchased from the electrical corporation and delivered over the electrical grid. *Amended to deal with a late payment penalty to go to a disabled veteran, minority, women, or LGBT business.*

AB 1558 (Garcia, C.) Los Angeles River: River Ranger Program Chapter 452
Requires the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy and the Santa Monica Mountains Conservancy to collaborate with the Department of Parks and Recreation, the California Conservation Corps, and the State Lands Commission to develop a river ranger program to provide a network of river rangers who assist the public at sites along the Los Angeles River and its tributaries, as prescribed.

AB 1561 (Quirk-Silva) Inland Ports 2-year
Authorizes two or more local agencies to establish an authority under the joint powers law for the purpose of establishing an infrastructure fund and financing inland port infrastructure. The bill also revises the description of port facilities to specifically include inland ports, as defined. *Was not heard in the Assembly Local Government Committee.*

AB 1568 (Bloom) Enhanced Infrastructure Financing Chapter 562
Enacts the Neighborhood Infill Finance and Transit Improvements Act, which authorizes a city, county, or city and county to adopt a resolution anytime before or after adoption of the infrastructure refinancing plan, to allocate specified tax revenues to the district under specified circumstances. The revenues would be used specifically to fund an area that is an infill site, with 20 percent of the funds used for housing purposes. This bill requires the legislative body of a city or county working to establish an enhanced infrastructure financing district, to adopt an ordinance to establish the procedure by which the city or county will calculate the amount of revenues dedicated to the proposed district.

AB 1573 (Bloom) **Green Tariff Shared Renewables** **2-year**
Increases the maximum generating capacity for a facility eligible for the Green Tariff Shared Renewables program from 20 megawatts to 30 megawatts. *Was not heard in the Senate Energy, Utilities, and Communications Committee.*

AB 1575 (Kalra) **Labeling of Professional Cosmetics** **Dead**
Would have required a professional cosmetic manufactured on or after July 1, 2019, for sale in California to have a label affixed to the container that satisfies all the labeling requirements for any other cosmetic pursuant to specified federal laws. *Held on suspense in the Senate Appropriations Committee.*

AB 1579 (Daly) **CEQA: Vehicle-Miles-Traveled Database** **2-year**
Requires the Office of Planning and Research to establish and maintain a vehicle-miles-traveled database containing methodological guidance on models to be used for particular types of projects considered under CEQA, and the best sources of trip-length data for various land use types. *Was not heard in the Assembly Natural Resource Committee.*

AB 1608 (Kalra) **Vibrant Landscapes for California** **Dead**
Would have required the Department of Conservation to develop the Vibrant Landscape Program to incentivize the development and implementation of county and regional plans that integrate the conservation and management of natural and working lands to reduce GHG emissions and achieve other benefits. The bill also would have required the Department of Conservation, in collaboration with SGC and CARB, to develop program guidelines and criteria and authorized the Legislature to appropriate GGRF funds for the program. *Held on suspense in the Assembly Appropriations Committee.*

AB 1623 (Acosta) **CARB** **2-year**
This is a spot bill making a technical, nonsubstantive revision to CARB's authority to control air pollution. *Remains at the Assembly Desk.*

AB 1640 (Garcia, E.) **Transportation Funding: Low-Income Communities** **2-year**
Requires, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25 percent of available funds to projects or programs that provide benefits to specified low-income individuals and requires Caltrans, in consultation with residents of low-income communities and specified State agencies, to adopt specified guidelines for this allocation no later than January 1, 2018. *Was not heard in the Assembly Transportation Committee.*

AB 1645 (Muratsuchi) **Hydrogen Fluoride Substitution** **2-year**
Requires a refinery that, at any time, handles, maintains, or stores more than 250 gallons of hydrogen fluoride, including hydrofluoric acid and modified hydrofluoric acid, to convert to a known, significantly less hazardous substitute by January 1, 2020, if possible. If the refinery is located within 2 miles of a residential dwelling, the refinery must cease using the chemicals by January 1, 2020. *Was not heard in the Assembly Environmental Safety and Toxic Materials Committee.*

AB 1646 (Muratsuchi) Refinery Alert and Notification System Chapter 588

Requires a unified program agency to make the risk management plan of a refinery available to the public at the agency's office, as specified. The bill requires the local implementing agency, such as the local law enforcement agency, fire agency, or joint powers agency, to develop an integrated alerting and notification system for notifying the community surrounding a petroleum refinery in the event of an incident at the refinery warranting the use of the notification system. In developing the system, the local implementing agency must coordinate with local emergency management agencies, unified program agencies, local first response agencies, petroleum refineries, and the public.

AB 1647 (Muratsuchi) Refinery-Related Monitoring Chapter 589

Requires local air districts to implement and maintain a community air monitoring system near each petroleum refinery by January 1, 2020. The monitoring system must be consistent with requirements and guidance applicable to the siting of air quality monitors established by U.S. EPA. The bill also requires petroleum refineries to install and operate fence-line air monitoring systems at or adjacent to the refinery by January 1, 2020, consistent with guidance developed by the local air district.

AB 1649 (Muratsuchi) Interagency Refinery Task Force Chapter 590

Directs CalEPA, in consultation with CARB and other various environmental, health, emergency service, and safety agencies, to examine ways to improve public and worker safety through enhanced refinery oversight and strengthen emergency preparedness for refinery incidents. The bill requires CalEPA to facilitate coordination among these agencies to protect the public, fence line communities, and refinery workers from risks associated with refinery operations. The bill also requires CalEPA to hold at least two public meetings annually to provide the public with current information on refinery safety, and requires CalEPA to request attendance at the meetings by the aforementioned agencies.

AB 1653 (Kiley) Natural Gas Pipeline Safety Act of 2011 2-year

Spot bill that makes a technical, nonsubstantive change to the Natural Gas Pipeline Safety Act of 2011. *Remains at the Assembly Desk.*

AB 1662 (Oberholte) Net Energy Metering 2-year

Spot bill that makes a technical, nonsubstantive change to the net energy metering provisions of the Public Utilities Code. *Remains at the Assembly Desk.*

AB 1663 (Garcia, C.) Lead-Acid Batteries 2-year

Revises existing law to ensure that out-of-state lead-acid battery manufacturers, or importers of their batteries, pay the applicable fee per battery to fund the cleanup of contamination caused by lead-acid batteries throughout the State. *Was not heard in the Assembly Appropriations Committee.*

AB 1679 (Burke) **Zero Emission Vehicle Fees** **N/A**
Would have expressed the intent of the Legislature to enact legislation to reduce emissions from motor vehicles through the construction of infrastructure to charge zero emission vehicles, with the goal of expanding the travel range of zero emission vehicles. *Amended to deal with motor vehicle insurance and auto body repair.*

AB 1683 (Burke) **Transformative Climate Communities Report** **2-year**
Requires SGC to submit a report on the Transformative Climate Communities Program to the Governor and specified Legislative committees by January 1, 2019. *Remains in the Senate Rules Committee.*

ACA 1 (Mayes) **Greenhouse Gas Reduction Reserve Fund** **Chapter 105**
Creates the Greenhouse Gas Reduction Reserve Fund, in which all auction proceeds collected by CARB as part of a market-based compliance mechanism will be deposited, beginning January 1, 2024, and until the effective date of specified legislation. The measure requires all proceeds in the Greenhouse Gas Reduction Reserve Fund to be available upon appropriation for specified purposes and requires a bill making those appropriations to be passed by a two-thirds vote of each house. Auction proceeds collected after the effective date of that legislation will be deposited in the GGRF.

ACA 5 (Frazier) **Motor Vehicle Taxes: Appropriations Limits** **Chapter 30**
Adds Article XIX D to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes, as defined. The measure prohibits these revenues from being used to pay principal and interest on State transportation general obligation bonds that were authorized by voters on or before November 8, 2016. The measure also prohibits the revenues from being used to pay principal and interest on State transportation general obligation bonds issued after that date, unless the bond act submitted to the voters expressly authorizes that use.

ACA 9 (Oberholte) **Budget Bill Passage Requirements** **2-year**
Requires the Budget Bill to be enacted by midnight on June 15. The measure requires other bills that provide for appropriations related to the Budget Bill to be necessary to implement the budget, and requires those bills to be enacted by midnight on June 30. If either type of bill is not enacted by the applicable deadline, the measure would prohibit the bill from taking effect with a majority vote, thereby requiring it to be passed by a two-thirds vote. In addition, the measure would prohibit an appropriation for the salary and benefits of Members of the Legislature and the Governor from midnight on June 15 until the Budget Bill is enacted. *Remains at the Assembly Desk.*

ACR 68 (Arambula) **Asthma Awareness Month** **Chapter 70**
Designates the month of May 2017 as Asthma Awareness Month in order to increase awareness and understanding about asthma and educate those with the disease, their families, and their communities on the treatments available and the methods of preventing attacks.

ACR 69 (Arambula) Compost Awareness Week Chapter 61
Designates the week of May 7, 2017, through May 13, 2017, as Compost Awareness Week.

ACR 137 (Garcia, E.) Latinos: Environmental Protection & Conservation 2-year
Recognizes the role of Latinos in protecting and preserving the land, water, and wildlife of the United States and would also support and encourage the inclusion and meaningful engagement of Latinos and all Californians in environmental protection and conservation efforts. *Remains at the Assembly Desk.*

AJR 20 (Gonzalez Fletcher) Climate Change Chapter 164
Declares that California will continue to lead in its efforts to reduce GHG emissions and fight global climate change, and encourages other state legislatures and cities in the nation to continue to support and follow the United Nations Framework Convention on Climate Change Paris Agreement. This measure also requests the United Nations to create a category for the recognition and participation of subnational jurisdictions whose parent countries are not part of or have withdrawn from the Paris Climate Agreement.

SENATE BILLS

SB 1 (Beall) Transportation Funding Chapter 5

Creates the Road Maintenance and Rehabilitation Program to fund road maintenance and rehabilitation, safety projects, railroad grade separations, and active transportation projects; the bill establishes a number of new revenue sources and expands existing revenue sources to fund this Program. The bill also creates the Solutions for Congested Corridors Program to address the State’s most congested travel corridors. In addition to the transportation funding provisions, several other bill provisions are of particular interest to CARB. First, the bill imposes a \$100 registration and renewal fee on zero emission vehicles beginning in 2020, applicable for the 2020 model year and later. Second, the bill precludes CARB from requiring via potential future regulations, medium-duty and heavy-duty fleet turnover in advance of specified deadlines. This provision also requires DMV, starting January 1, 2020, to verify that a medium-duty or heavy-duty vehicle is compliant with or exempt from CARB’s Truck and Bus Regulation; CARB must notify DMV of compliant vehicles that may be registered, and DMV is given authority to refuse vehicle registration or issue a temporary 90-day permit for noncompliant vehicles. Finally, the bill requires CARB to serve in a consultative role to Caltrans and CTC as they administer new programs created by SB 1.

SB 4 (Mendoza) Goods Movement and Clean Trucks N/A

Would have created the Goods Movement and Clean Truck Bond Fund and, upon voter approval of the Goods Movement and Clean Trucks Bond Act and subsequent appropriation by the Legislature, distributed specified amounts of bond money to CARB to fund: (1) goods movement and clean truck projects to reduce diesel particulate matter, GHG, and other pollutant emissions related to goods movement; and (2) projects and programs that expand the use of zero and near-zero emission trucks in specified California ozone and particulate matter nonattainment areas. *Amended to deal with the Medi-Cal system in Orange County.*

SB 5 (De León) Salton Sea Restoration Funding Chapter 852

Enacts the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, which would authorize upon voter approval, the issuance of bonds in an amount of \$4 billion pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. Of this amount, \$200 million is designated for Salton Sea restoration activities, including air quality and habitat projects.

SB 19 (Hill) Public Utilities Commission Staff Training Chapter 421

Institutes various reforms relative to CPUC. The only provision of interest to CARB is the provision allowing the Executive Director of CPUC to authorize CPUC employees to undertake temporary training and development assignments with other agencies, departments, and commissions that undertake coordinated activities with CPUC. This provision specifically mentions CARB, CEC, and the Division of Oil, Gas, and Geothermal Resources.

SB 37 (Roth) **Vehicle License Fee** **Dead**
Would have revised the formulas for calculating annual “vehicle license fee adjustment amounts” for cities that incorporated from January 1, 2004 through January 1, 2012. The bill would have resulted in a one-time shift of property tax revenues from the Educational Revenue Augmentation Fund in Riverside County to four specified cities, which would be built into property tax allocation formulas in future years. *Held on suspense in the Senate Appropriations Committee.*

SB 41 (Galgiani) **Compliance with Truck and Bus Regulation** **2-year**
Considers a person compliant with CARB’s Truck and Bus Regulation if the person has expended money on equipment, technologies, or practices approved by CARB, as required by regulation, even if the CARB-approved equipment, technologies, or practices are subsequently found to be inadequate to achieve compliance with the regulation. *Was not heard in the Senate Environmental Quality Committee.*

SB 44 (Jackson) **Legacy Well Removal and Remediation** **Chapter 645**
Requires the State Lands Commission, within two years of the Legislature appropriating funds, to administer a coastal hazard and legacy oil and gas well removal and remediation program. The bill authorizes the State Lands Commission to seek and accept on behalf of the State any gift, bequest, devise, or donation, whenever the gift and the terms and conditions thereof will aid in actions undertaken to administer that program.

SB 49 (De León) **Environmental Defense Act** **2-year**
Enacts the California Environmental, Public Health, and Workers Defense Act of 2017, which prohibits a State or local agency from amending or revising its rules to be less stringent than the federal baseline standards pertaining to environmental protection. Of specific interest to CARB, the bill requires CARB to issue new rules whenever it determines a federal air rule has been weakened from baseline federal standards in effect as of January 19, 2017. The bill also requires CARB to step in as a permitting authority, among other new roles, if certain federal rules are weakened. In addition, the bill establishes a new citizen suit opportunity on federal replacement rules. *Remains in the Assembly Rules Committee.*

SB 51 (Jackson) **Whistleblower and Data Protection** **Vetoed**
Prohibits a licensing entity, with the exception of the State Bar, from taking disciplinary action against a public employee for reporting improper federal governmental activity by referring the matter to a higher authority, as specified, or disclosing the results of information about scientific or technical research to the public. This bill also requires the Secretary for Environmental Protection to make every reasonable effort to preserve and make available to the public through its website, scientific information and other data that are at risk of censorship or destruction by the federal government.

SB 53 (Hueso) **Natural Gas Vehicles: Weight Limits** **Dead**
Would have increased by up to 2,000 pounds, the weight limit for vehicles with engines fueled primarily by natural gas. The bill would also have directed the University of California Institute of Transportation Studies or Caltrans to conduct an analysis of

roadway damage caused by overweight vehicles and estimate a fee that would compensate for the cost of the damage; the bill would have required the analysis to be completed and reported to specified Senate and Assembly committees by October 1, 2018. *Held on suspense in the Senate Appropriations Committee.*

SB 57 (Stern) **Natural Gas Storage Moratorium** **2-year**
Requires the oil and gas supervisor to continue the prohibition on injection of natural gas into the Aliso Canyon natural gas storage facility until a specified root cause analysis of the natural gas leak from the facility that started approximately October 23, 2015, has been completed and released in its entirety to the public. *Moved to the Senate Inactive File.*

SB 64 (Wieckowski) **CAISO Regionalization** **2-year**
Directs CAISO, in consultation with several State agencies and the public, to review and revise its operations to better manage an oversupply of electricity from renewable generation resources, when it is inexpensive and abundant. *Was not heard in the Assembly Utilities and Energy Committee.*

SB 71 (Wiener) **Solar Energy Systems** **2-year**
Requires CEC to consider requiring installation of a solar energy generation system on all new buildings. *Was not heard in the Assembly Utilities and Energy Committee.*

SB 79 (Allen, B.) **Sales & Use Taxes: Used EV Exemption** **Dead**
Would have, between July 1, 2018, and January 1, 2025, exempted from sales and use taxes, the gross receipts from the sale of, and the storage, use, or other consumption of, used low and zero emission vehicles, when a qualified consumer trades in a model year 2009 or older vehicle. The bill would also have required CARB to undertake a cost-benefit analysis of the tax exemption and the GHG emission reductions from the vehicles traded in, and submit a report to the Legislature. *Held on suspense in the Senate Appropriations Committee.*

SB 80 (Wieckowski) **CEQA: Notices** **Vetoed**
Would have required a lead agency to file a Notice of Determination when a project considered under CEQA received a categorical exemption; required a lead agency to post specified notices on its website and send the notices via email upon request; and required the county clerk where the project is located to post certain notices on its website.

SB 92 (SEN B&FR) **2017 Budget Act: Public Resources** **Chapter 26**
This budget trailer bill makes necessary statutory changes to implement funding in the 2017 Budget Act, as well as specified GGRF funds appropriated under the 2016 Budget Act. The sections of interest to CARB reflect 1) technical changes to dairy digester technologies subject to specified mitigation requirements; 2) CARB approval criteria for the Volkswagen investment plan under the 2.0-liter partial consent decree; 3) CARB requirement to consider the California State University when awarding contracts for air pollution research; 4) addition of climate goals consideration in awarding grants under the Agricultural Protection Planning Grant Program; and, 5) outreach requirements for

agencies receiving GGRF appropriations provision for a one-year exemption from the Administrative Procedure Act for program guidelines developed for allocating GGRF funds appropriated by the Budget Act of 2016.

SB 93 (SEN B&FR) Budget Act of 2017 Dead
Would have amended the Budget Act of 2017 by appropriating GGRF funds to various agencies. This bill was identical to AB 109 (Ting, Chapter 249, Statutes of 2017), which was one of two chaptered budget bills to appropriate GGRF funds. *Moved to the Assembly Inactive File.*

SB 99 (SEN B&FR) Transportation 2-year
Provides various measures to accelerate projects relative to the Road Repair and Accountability Act of 2017 (SB 1, Chapter 5, Statutes of 2017). *Was not heard in the Assembly Budget Committee.*

SB 100 (De León) 100 Percent Clean Energy Act of 2017 2-year
Establishes the 100 Percent Clean Energy Act of 2017, which increases the RPS requirement from 50 percent by 2030 to 60 percent, and creates the policy of planning to meet all of the State's retail electricity supply with a mix of RPS-eligible and zero-carbon resources by December 31, 2045, for a total of 100 percent clean energy. *Was not heard in the Assembly Utilities and Energy Committee.*

SB 101 (SEN B&FR) Charging Infrastructure Market Report 2-year
Requires the annual report prepared by the Governor-appointed lead agency to the Legislature on the proposed and actual expenditures of money received pursuant to Appendix D of the 2.0-liter partial consent decree agreed to by CARB, Volkswagen, and the U.S. Department of Justice to include an evaluation of how the investment plan for this money impacts the competitiveness of the charging infrastructure market. *Was not heard in the Assembly Budget Committee.*

SB 108 (SEN B&FR) Zero/Near-Zero Emission Warehouse Chapter 54
Amends the Budget Act of 2017. Of particular interest to CARB, the bill requires CARB to develop criteria for implementing the Zero/Near-Zero Emission Warehouse Program, with public input, using the existing Air Quality Improvement Program funding plan process. The Legislature appropriated \$50 million from the Trade Corridor Enhancement Account to the Zero/Near-Zero Emission Warehouse Program under SB 132 (SEN B&FR, Chapter 7, Statutes of 2017).

SB 110 (SEN B&FR) Clean Energy Job Creation Program Chapter 55
Appropriates money remaining in the Job Creation Fund, as determined by CEC as of March 1, 2018, for projects related to improving energy efficiency at local educational agencies, as specified. Of specific interest to CARB, the bill appropriates \$75 million of the remaining Proposition 39 funds to school districts and county offices of education for grants or loans for schoolbus retrofit or replacement. The program will be administered by CEC, in consultation with CARB. The bill prioritizes the following: (1) school districts and county offices of education operating the oldest schoolbuses or schoolbuses

operating in disadvantaged communities identified by CalEnviroScreen, as determined by CARB; and (2) school districts or county offices of education with a majority of students eligible for free or reduced-price meals in the prior year. The bill mandates that any schoolbus replaced through this program be scrapped, and authorizes a local air district to administer the provided funding, if authorized by CEC.

SB 119 (SEN B&FR) Budget Act of 2017 Dead
Would have amended the Budget Act of 2017 by GGRF funds to CARB for various California Climate Investment Programs. This bill was identical to AB 134 (ASM Budget, Chapter 254, Statutes of 2017), which was one of two chaptered budget bills to appropriate GGRF funds. *Moved to the Assembly Inactive File.*

SB 120 (SEN B&FR) Transportation 2-year
Authorizes the Secretary of Transportation to assume the responsibilities of the U.S. Secretary of Transportation under NEPA and other federal environmental laws for any railroad, public transportation, or multimodal project undertaken by state agencies, as specified. The bill provides that the State of California consent to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of these responsibilities. The bill repeals these provisions on January 1, 2021. *Moved to the Assembly Inactive File.*

SB 132 (SEN B&FR) Zero/Near-Zero Emission Warehouse Chapter 7
Adjusts the 2016 Budget Act for items relating to employee compensation and transportation, including an appropriation of \$50 million from the Trade Corridor Enhancement Account for CARB's Zero/Near-Zero Emission Warehouse Program, with a one-to-one funding match requirement.

SB 145 (Hill) Autonomous Vehicles: Testing Chapter 725
Repeals the requirement that DMV notify the Legislature of receipt of an application from a manufacturer seeking approval to operate an autonomous vehicle capable of operating without the presence of a driver inside the vehicle. The bill also repeals the requirement that the approval of such an application not be effective any sooner than 180 days after the date the application is submitted. In addition, the bill requires DMV to post a public notice on its website when it adopts the autonomous vehicle regulations and not approve an application submitted pursuant to the regulation until 30 days after the public notice is posted.

SB 146 (Stern) Natural Gas Storage Moratorium N/A
Requires the oil and gas supervisor to continue the prohibition on injection of natural gas into the Aliso Canyon natural gas storage facility until a specified root cause analysis of the natural gas leak from the facility that started approximately October 23, 2015, has been completed and released in its entirety to the public. *Amended to deal with protected species and permits to appropriate water.*

SB 150 (Allen, B.) **Regional Transportation Plans** **Chapter 646**
Requires CARB to prepare by September 1, 2018, and every four years thereafter, a legislative report that assesses the progress each metropolitan planning organization makes in meeting the regional GHG reduction targets set by CARB. The report shall include changes to GHG emissions in each region and data-supported metrics for the strategies utilized to meet the targets. The report shall also include a discussion of best practices and the challenges faced by the metropolitan planning organizations in meeting the targets, including the effect of State policies and funding. In addition to the reporting requirements, the bill requires CARB to set regional GHG reduction targets that align with SB 32 (Pavley, Chapter 249, Statutes of 2016).

SB 174 (Lara) **Heavy-Duty Diesel Vehicles: Registration** **N/A**
Would have required DMV, starting January 1, 2020, to verify that a diesel-fueled vehicle with a gross vehicle weight rating (GVWR) over 14,000 pounds is compliant with, or exempt from, applicable air pollution control technology required by CARB’s heavy-duty diesel vehicle regulations. The bill would have granted DMV authority to refuse vehicle registration as specified or issue a temporary 90-day permit for non-compliant vehicles, and would have required CARB to notify DMV which vehicles may be registered. The bill would have applied to nearly all on-road heavy-duty diesel trucks with a GVWR over 14,000 pounds that operate in California. *These provisions were included in SB 1, and SB 174 was amended to deal with the appropriation of funds from a settlement agreement between Southern California Edison Company and CPUC.*

SB 181 (Berryhill) **Repeal of Regulations** **2-year**
Requires a State agency proposing to adopt a new regulation to identify two existing regulations previously adopted by the State agency that will be repealed upon adoption of the new proposed regulation. The bill requires the agency to additionally provide a proposal, as specified, for the repeal of the identified regulations, in accordance with SB 181. The bill requires adoption of the proposed new regulation to be contingent upon the repeal of the two existing regulations identified in accordance with SB 181. *Failed passage in the Senate Governmental Organization Committee and was granted reconsideration.*

SB 196 (Cannella) **Planning and Zoning Law** **2-year**
Spot bill on Planning and Zoning Law. *Remains in the Senate Rules Committee.*

SB 210 (Leyva) **Heavy-Duty Vehicle I&M Program** **2-year**
Authorizes CARB, in consultation with DMV, to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance (I&M) Program for non-gasoline heavy-duty on-road motor vehicles, as specified. In implementing the Heavy-Duty I&M Program, CARB may, among other things, require a heavy-duty vehicle to pass a test procedure in order to register or operate in the State. The bill requires CARB to assess a fee to fund the Program and authorizes CARB to establish a penalty schedule. *Held in the Assembly Rules Committee.*

SB 242 (Skinner) **Property Assessed Clean Energy Program** **Chapter 484**
Establishes requirements for third-party program administrators of PACE programs.

SB 249 (Allen, B.) **Off-Highway Motor Vehicle Recreation** **Chapter 459**
Expands the duties of the Division of Off-Highway Motor Vehicle Recreation and requires the Division to take specified measures to protect natural and cultural resources within State vehicular recreation areas, as specified. The bill repeals the provision establishing the Off-Highway Motor Vehicle Recreation Commission on January 1, 2023.

SB 251 (Cannella) **Autonomous Vehicles: Pilot Project** **2-year**
Allows the County of Merced to conduct a pilot project for testing autonomous vehicles that do not have a driver seated in the driver’s seat and are not equipped with a steering wheel, a brake pedal, or an accelerator, if the testing is conducted at the Castle Commerce Center, under certain conditions and until 180 days after the operative date of autonomous vehicle regulations promulgated by DMV. *Was not heard in the Senate Transportation and Housing Committee.*

SB 258 (Lara) **Cleaning Products** **Chapter 830**
Requires, among other things, a manufacturer of a designated product sold in California to disclose specified information related to chemicals in the designated product on the product label and on the product’s website. The bill prohibits the sale of a designated product that does not satisfy these requirements.

SB 262 (Wieckowski) **Climate Adaptation Advisory Council** **2-year**
Specifies that the members of the climate adaptation advisory council serve staggered four-year terms. The bill requires members of the advisory council to select a chairperson from their members. *Was not heard in Assembly Natural Resources Committee.*

SB 263 (Leyva) **Climate Assistance Centers** **2-year**
Requires SGC to establish no less than ten Climate Assistance Centers across California by 2023 to assist community stakeholders in applying for GGRF, Active Transportation Fund, and California Farmland Conservancy Program Act money. The bill also requires SGC and CARB to develop performance measures for the success of the centers and provide an annual report to the Legislature. *Held on suspense in the Senate Appropriations Committee.*

SB 264 (Nguyen) **HOT Lanes: Orange County** **2-year**
Requires excess toll revenue from HOT lanes on a specified portion of Interstate 405 in Orange County to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions, in a specified manner. *Was not heard in the Senate Transportation and Housing Committee.*

SB 276 (Dodd) **State Water Efficiency & Enhancement Program** **Dead**
Would have codified the California Department of Food and Agriculture (CDFA) State Water Efficiency and Enhancement Program and required the program to provide grants to implement irrigation management systems that reduce GHG emissions, save water, and

reduce energy use in agricultural operations. The bill also would have requires CDFA to offer technical assistance to program applicants and perform outreach to groundwater basins designated as high- or medium-priority basins, as prescribed. The bill specified that only projects that reduce GHG emissions may be funded with GGRF funds. *Held on suspense in the Senate Appropriations Committee.*

SB 308 (Wieckowski) Oil and Gas Definitions 2-year
Spot bill related to definitions for the operator of a well or production facility. *Remains in the Senate Rules Committee.*

SB 338 (Skinner) Integrated Resource Plans Chapter 389
Requires CPUC and the governing board of each local publicly owned utility to each consider as part of the integrated resource plan process, the role of a variety of energy technologies and resources in meeting energy and reliability needs during and around the hour of peak demand, while reducing the need for new generation and transmission resources at the least cost to ratepayers. *This bill was similar to AB 1405 (Mullin) before it was amended to deal with digital signs on highways.*

SB 356 (Skinner) Monetary Incentive for Biomethane Projects Dead
Would have required CPUC to direct electrical corporations to make capacity, distribution infrastructure, and pricing data for electricity available electronically in a consistent, machine readable format by January 15, 2019, as specified, and provide pricing data to CPUC within three months of a rate change. This bill also would have required CEC, to the extent resources are available, to establish a system for assigning a “global unique identifier” for each building in California and requires each retail seller of electricity and publicly owned utility to track electricity usage data for each building in its service territory by the building’s global unique identifier. *Held on suspense in the Assembly Appropriations Committee.*

SB 366 (Leyva) Green Tariff Shared Renewables Program 2-year
Revises the Green Tariff Shared Renewables Program to permit CPUC to increase the program cap from 600 megawatts to 800 megawatts to accommodate projects for low-income customers and projects located in disadvantaged communities. Allocates revenues from electric corporation GHG emission allowances to fund the Renewable Energy for All program. *Was not heard in the Assembly Utilities and Energy Committee.*

SB 369 (Hertzberg) Autonomous Vehicles 2-year
Revises the current statutory definition of “autonomous vehicle” to specify that a vehicle equipped with a collision avoidance system, as specified, that is not capable of driving the vehicle without a human driver remaining fully engaged in the driving task is not an autonomous vehicle. *Was not heard in the Senate Transportation and Housing Committee.*

SB 370 (Hertzberg) Solar Storms 2-year
Spot bill that declares the intent of the Legislature to enact legislation that will protect California ratepayers, businesses, and infrastructure from a catastrophe such as the solar

Carrington Storm and would make various findings and declarations relating to the Carrington storm, solar storms, and energy. *Was not heard in the Assembly Appropriations Committee.*

SB 376 (Bradford) CEC Chair Report to the Legislature Dead
Would have required the Chair of CEC to appear annually before the appropriate policy committees of the Senate and Assembly to report on CEC's plans to carry out its responsibilities. *Held on suspense in the Assembly Appropriations Committee.*

SB 377 (Monning) Lead-Based Paint 2-year
Requires the State Department of Public Health, within one year of the Legislature providing sufficient funding, to review and amend its regulations governing lead-related construction work to comply with existing State regulations and U.S. EPA's Lead Renovation, Repair, and Painting Rule. The bill requires the regulations to establish fees for certifications and accreditations, which must be deposited in the Lead-Related Construction Fund. *Moved to the Assembly Inactive File.*

SB 386 (Glazer) State Beaches and Parks: Smoking Ban Vetoed
Would have made it an infraction punishable by a fine of up to \$100 for a person to smoke, as defined, or dispose of used cigar or cigarette waste on a State coastal beach or in a unit of the State park system.

SB 406 (Leyva) HOV Lanes: Exemption Chapter 392
Provides an exemption for clearly marked blood transport vehicles owned by the American Red Cross or a blood bank to use HOV lanes, regardless of the number of occupants.

SB 414 (Vidak) Transportation Bonds: Highway & Road Projects 2-year
Prohibits the further sale of bonds 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 appropriation for high-speed rail purposes for early improvement projects in Phase 1. The bill also requires redirection of any unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes, to retiring the debt incurred from the issuance and sale of those outstanding bonds. *Failed passage in the Senate Transportation and Housing Committee and was granted reconsideration.*

SB 415 (Vidak) High-Speed Rail Rights of Way 2-year
Requires the High-Speed Rail Authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the State for high-speed rail purposes on or after January 1, 2018, within three years, if construction on the property has not commenced. For real property or an interest in real property acquired or leased before January 1, 2018, the High-Speed Rail Authority must dispose of the property on or before January 1, 2021, or for property subject to lease as of January 1, 2018, within three years of the lease expiration, if construction was not begun during those three-year

periods. *Failed passage in the Senate Transportation and Housing Committee and was granted reconsideration.*

SB 433 (Mendoza) Zero- and Low-Carbon Hydrogen 2-year
Authorizes CPUC to authorize a gas corporation to procure zero-carbon gas, hydrogen, as defined, or low-carbon hydrogen, as defined, to serve customers or for another purpose stated in an application filed by the gas corporation. The bill would authorize a gas corporation to recover in rates the reasonable cost of pipeline infrastructure developed to deliver and transport the zero-carbon or low-carbon hydrogen. The bill also would require the gas corporation to deliver any of that hydrogen procured from producers to end users through the pipeline system. The bill would authorize CARB, CPUC, and CEC to authorize the production of zero-carbon or low-carbon hydrogen for end uses. The bill would require zero-carbon or low-carbon hydrogen delivered to an electrical generating facility or end user through a common carrier pipeline or interstate pipeline to comply with specified requirements. *Was not heard in the Assembly Utilities and Energy Committee.*

SB 435 (Dodd) Williamson Act Dead
Would have reinstated a modified subvention program that provides payments to cities and counties that have agricultural land under the Williamson Act and Farmland Security Zone contracts. Specifically, the bill would have repealed provisions restricting subvention payments and re-enacted the annual payment rates at half the statutory rate. To be eligible for subvention payments, a local government would have needed to adopt procedures to accept new contract applications and consider proposed rescission of contracts for parcels eligible for a solar-use easement. The bill also would have provided additional subvention payments of equal amounts for qualified applicants from funds continuously appropriated to the State Controller. *Held on suspense in the Senate Appropriations Committee.*

SB 445 (Gaines) CEQA: Infill Development 2-year
Spot bill on infill development under CEQA. *Remains in the Senate Rules Committee.*

SB 465 (Jackson) Oil and Gas Supervisor 2-year
Requires an oil and gas supervisor to perform his or her duties in a manner that encourages the intelligent, safe, and efficient development of oil and gas resources. *Moved to the Assembly Inactive File.*

SB 498 (Skinner) Vehicle Fleets: Zero Emission Vehicles Chapter 628
Requires 50 percent of the new light-duty vehicles DGS purchases in fiscal year 2024-2025 to be zero emission vehicles, unless certain conditions are met. The bill also requires CARB, in consultation with stakeholders, to review all CARB programs affecting zero emission vehicles. CARB must report the results of the review to the Legislature by January 1, 2019, including recommendations for maximizing the effectiveness of its existing programs to increase the use of zero emission vehicles.

SB 518 (Berryhill) Clean Energy Job Creation Program N/A

Appropriates monies remaining in the Job Creation Fund, as determined by the California Energy Commission as of March 1, 2018, for projects related to improving energy efficiency at local educational agencies, as specified. Of specific interest to CARB, the bill appropriates \$75 million of the remaining Proposition 39 funds to school districts and county offices of education for grants or loans for schoolbus retrofit or replacement. The program is administered by CEC, in consultation with CARB. The bill prioritizes the following: (1) school districts and county offices of education operating the oldest schoolbuses or schoolbuses operating in disadvantaged communities identified by CalEnviroScreen, as determined by CARB; and (2) school districts or county offices of education with a majority of students eligible for free or reduced-price meals in the prior year. The bill mandates that any schoolbus replaced through this program be scrapped, and authorizes a local air district to administer the provided funding, if authorized by CEC. *Amended to deal with sport fishing licenses.*

SB 521 (Leyva) Global Warming Solutions Act: Tire Inflation 2-year

This spot bill extends the date through which an automotive service provider needs to check and inflate a vehicle's tires while performing automotive maintenance or repair service from January 1, 2018, to January 1, 2021. *Remains in the Senate Rules Committee.*

SB 551 (Hueso) California Capital Access Loan Program 2-year

Transfers administration of certain loans, as specified, to the Small Business Finance Center, with authority to continue administering those loans, including the loan loss reserves. CARB utilizes the California Capital Access Loan Program to help small business owners acquire equipment necessary to meet emission reduction requirements, based on certain conditions. *Was not heard in the Assembly Jobs, Economic Development, and the Economy Committee.*

SB 555 (Morrell) Regulatory Review and Report 2-year

Requires a State agency to review and report on all regulations that it adopts or amends on and after January 1, 2018, and requires the report to be submitted to the Office of Administrative Law by May 1st immediately following five years after the date the regulation was adopted or amended. The bill requires the review and report to contain ten specified factors, including the effectiveness of the regulation in achieving the objective, the regulation enforcement policy, a summary of written criticisms of the regulation, as specified, and the estimated economic, small business, and consumer impact of the regulation. *Failed passage in the Senate Governmental Organization Committee and was granted reconsideration.*

SB 563 (Lara) Residential Wood Smoke Chapter 671

Establishes the Wood Smoke Reduction Program to promote the voluntary replacement of old, uncertified wood burning stoves with cleaner burning, more energy-efficient alternatives; CARB will develop and administer the Program, in coordination with local air districts. The Program must prioritize stove replacement with the most efficient nonwood burning technologies and, if nonwood burning technologies are infeasible or

cost prohibitive, prioritize the cleanest and best available technologies. The Program must also include education on proper burn practices, to reduce wood burning emissions. The bill further requires professional installation of all new devices, regardless of technology. Finally, the bill makes monies for the Program available to CARB upon appropriation by the Legislature – including, but not limited to GGRF funds.

SB 588 (Hertzberg) Environmental Impacts of Rigs-to-Reefs 2-year
Revises 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 net environmental benefit. *Was not heard in the Assembly Natural Resources Committee.*

SB 600 (Galgiani) Sales & Use Tax Exclusion: Electricity Generation Dead
Would have expanded and extended the sales and use tax exemption on manufacturing equipment, including equipment related to electricity generation. *Held on suspense in the Senate Appropriations Committee.*

SB 615 (Hueso) Salton Sea Restoration Chapter 859
Prohibits a barrier in the Salton Sea within or below a certain elevation from being considered a dam. The bill also prohibits the construction of facilities to separate fresh water from highly saline water for the purposes of implementing restoration activities from being subject to review, approval, inspection, or fees associated with certain laws relating to dams and reservoirs.

SB 618 (Bradford) Integrated Resource Plans Chapter 431
Requires, explicitly, the integrated resource plans of all load-serving entities – investor-owned utilities, electric service providers, and community choice aggregators – to contribute to a diverse and balanced portfolio of resources needed to ensure a reliable electricity supply, meet certain environmental goals, and ensure there is no cost shifting among load-serving entities.

SB 638 (Leyva) Heavy-Duty Vehicle I&M Program 2-year
Requires CARB to adopt regulations requiring owners and operators of heavy-duty commercial vehicles to perform regular vehicle inspections for compliance with CARB emission standards. CARB must specify the inspection procedure and frequency, emission standards, and actions the vehicle owner or operator must take to remedy noncompliance. The bill requires a motor vehicle fleet to comply with emission standards in order for any vehicles to be registered with DMV. *Was not heard in the Senate Transportation and Housing Committee; bill concept was moved to SB 210.*

SB 659 (Stern) Alternative Energy Financing 2-year
Spot bill that makes a technical, nonsubstantive change to the California Alternative Energy and Transportation Financing Authority Act. *Remains in the Senate Rules Committee.*

SB 660 (Newman) Aftermarket Parts Certification Funding 2-year
Creates, until January 1, 2026, the Aftermarket Parts Account within the Air Pollution Control Fund. Public and private entities may deposit money into the Account, and the Legislature may appropriate this money for hiring additional CARB staff to certify that an aftermarket vehicle part does not reduce the effectiveness of any emission control device or increase emissions above State or federal emission standards for a particular vehicle and model year. *Was not heard in Assembly Transportation Committee.*

SB 693 (Mendoza) Lower San Gabriel River Rec. & Park Dist. Chapter 466
Authorizes the establishment of the Lower San Gabriel River Recreation and Park District, by petition or resolution submitted to the Los Angeles County Local Agency Formation Commission before January 1, 2020, subject to existing laws. The bill authorizes specified city councils and the Los Angeles County Board of Supervisors to appoint members to, and the executive officer of the San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy to serve as a member on, the initial board of directors of the Lower San Gabriel River Recreation and Park District.

SB 699 (Galgiani) Jobs & Economic Improvement 2-year
Extends the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 two years – until January 1, 2020. *Remains in the Assembly Rules Committee; a similar bill, AB 246 (Santiago, Chapter 522, Statutes of 2017), extends the program two years.*

SB 700 (Wiener) Energy Storage Initiative 2-year
Requires CPUC to establish a statewide system of rebate programs to subsidize the cost of installation of customer-sited energy storage. The bill also requires CPUC to conduct a proceeding to determine an annual funding amounts from calendar year 2018 through December 31, 2027, to be collected by electrical corporations to fund the Energy Storage Initiative. *Was not heard in the Assembly Utilities and Energy Committee.*

SB 701 (Hueso) Salton Sea Obligations Act of 2018 Dead
Allows, if approved by voters at the November 6, 2018 statewide general election, the issuance of bonds in the amount of \$500 million to finance a program to comply with State obligations relating to the Salton Sea. *Held on suspense in the Assembly Appropriations Committee.*

SB 702 (Stern) State Vehicles: Bicycles Vetoed
Requires DGS to expand the State Employee BikeShare Program to provide State employees throughout California the ability to use bicycles during the workday, as specified, where feasible and reasonable to do so.

SB 713 (Anderson) Tanner Consumer Protection Act 2-year
Expands the definition of “new motor vehicle” in this consumer protection statute to include a vehicle with a gross vehicle weight of at least 10,000 pounds that is bought or used exclusively for business purposes, by a person, including a partnership, limited liability company, corporation, association, or any other legal entity. The bill makes a

commercial heavy-duty vehicle eligible to qualify for the presumptions and protections afforded by the Tanner Consumer Protection Act if the vehicle is new and is within 18 months of delivery to the buyer or 100,000 miles on the vehicle odometer, whichever comes first, and meets other qualifying repair or out-of-service criteria. *Was not heard in the Senate Judiciary Committee.*

SB 724 (Lara) **Oil & Gas Wells and Production Facilities** **Chapter 652**
Extends from one year to 24 months the time period to commence operations before the notice to commence drilling on an oil or gas well is deemed canceled. The bill also prohibits the notice from being extended and requires the cancellation to be noted in the Department of Conservation Division of Oil, Gas, and Geothermal Resources' records.

SB 732 (Stern) **Transportation Funding** **N/A**
Requires DOF, on or before March 1, 2018, to compute the amount of outstanding loans made from specified transportation funds. The bill requires DOF to prepare a loan repayment schedule and requires the outstanding loans to be repaid pursuant to that schedule; the bill appropriates funds for that purpose from the Budget Stabilization Account. The bill requires the repaid funds to be transferred pursuant to a specified formula, to cities and counties and to Caltrans for maintenance of the State highway system and for purposes of the State highway operation and protection program. *Amended to deal with agricultural land.*

SB 745 (Stern) **Vehicle Registration: Environmental Rebates** **2-year**
Establishes the Climate Policy Rebate program and the Climate Policy Rebate Special Fund. The program would provide rebates to offset the transportation improvement fee imposed on a vehicle. The bill also requires quarterly transfers of funds from GGRF to the Climate Policy Rebate Special Fund in amounts needed to fund the rebates, as determined by DMV. The bill requires the amount of an individual rebate to equal the transportation improvement fee imposed on a vehicle, and those rebates are to be paid from the Climate Policy Rebate Special Fund to DMV, upon appropriation by the Legislature. *Remains in the Senate Rules Committee.*

SB 760 (Wiener) **Active Transportation Funding: Complete Streets** **2-year**
Establishes a Division of Active Transportation within Caltrans and requires that an undersecretary of the Transportation Agency be assigned to give attention to active transportation program matters to guide progress toward meeting Caltrans' active transportation program goals and objectives. The bill requires CTC to give high priority to increasing safety and implementing facilities for pedestrians and bicyclists. *Was not heard in the Senate Transportation and Housing Committee.*

SB 768 (Allen, B.) **Transportation Projects: Lease Agreements** **Dead**
Extends the authorization for Caltrans and regional transportation agencies to enter into comprehensive development lease agreements indefinitely. *Held on suspense in the Senate Appropriations Committee.*

SB 771 (De León) **CEQA: Continuing Education** **2-year**
Establishes a continuing education requirement for public agency employees who have primary responsibility to administer CEQA, as specified. *Moved to the Assembly Inactive File.*

SB 773 (Stern) **Oil and Gas Wells** **N/A**
Establishes the policy of the State that information sufficient to competently and completely characterize each well, including after plugging and abandonment, be maintained by the State. The bill also requires the State Oil and Gas Supervisor to ensure compliance with this policy. *Amended to deal with Terrorist and Criminal Organization Investigation Teams.*

SB 775 (Wieckowski) **AB 32: Cap-and-Trade Program** **2-year**
Establishes a market-based compliance mechanism of GHG emissions limits applicable on and after January 1, 2021 for covered entities, as defined. The bill requires the program to set an initial minimum reserve price of \$20 per allowance and increases the reserve price by \$1.25 plus inflation, every quarter. The bill requires the program to set an initial auction offer price of \$30 per allowance and increases the auction offer price by \$2.50 plus inflation, every quarter. Any allowances issued are only good for the year in which they are issued, and there are no limits to the amount of allowances that can be issued in a single year. The bill establishes the Economic Competitive Assurance Program, to be administered by CARB, that imposes a compliance obligation on imported products similar to those sold by entities subject to compliance with the market-based compliance mechanism of GHG emissions limits. The bill creates the California Climate Dividend Fund, to be administered by the Franchise Tax Board, and directs proceeds from the sale of allowances to out-of-State entities to the California Climate Dividend Fund for distribution to all California residents on a quarterly basis. The bill also creates the California Climate Infrastructure Fund, creates the California Climate and Clean Energy Research Fund, and sets additional requirements for linking the California market-based compliance mechanism to mechanisms of other national or subnational governments. *Was not heard in the Senate Environmental Quality Committee.*

SB 780 (Wiener) **Water Conservation in Landscaping Act** **Dead**
Would have required the Department of Water Resources, by January 1, 2019, to establish guidelines for designing, installing, and rehabilitating landscapes of any size consistent with a watershed approach. It would have also allowed CARB, CEC, and CalRecycle to develop complementary programs. *Held on suspense in the Senate Appropriations Committee.*

SB 789 (Bradford) **CEQA: Sports & Entertainment Exemption** **2-year**
Exempts a sports and entertainment development project in the City of Inglewood from CEQA and instead, establishes specified administrative and judicial review procedures for the EIR and other CEQA requirements. *Was not heard in the Assembly Natural Resources Committee.*

SB 801 (Stern) **Aliso Canyon** **Chapter 814**
Directs energy storage deployment and other actions of electrical utilities in the Los Angeles Basin in response to the well failure at the Aliso Canyon natural gas storage facility (Aliso Canyon) reported in October 2015. In addition, the bill requires any funds from fines, penalties, abatement orders, or settlements obtained by CPUC from a gas corporation in an administrative or legal proceeding relating to the well failure at Aliso Canyon, and not otherwise restricted by a court for another purpose, to be deposited in the newly created Aliso Canyon Recovery Account. The bill outlines specific purposes for which the Legislature may appropriate this money, including to mitigate impacts on local air quality, public health, and ratepayers resulting from the well failure at Aliso Canyon.

SB 802 (Skinner) **Emerging Vehicle Advisory Study Group** **Dead**
Would have required the Office of Planning and Research to convene an Emerging Vehicle Advisory Study Group by April 1, 2018, to review and advise the Legislature on policies relative to emerging motor vehicle technologies, including autonomous and shared-use vehicles. The Study Group would have been required to meet quarterly, include CARB and other specified State agencies and stakeholders, and consult with universities and research institutions in completing its work. The bill would have required the Study Group to offer recommendations to the Legislature by April 1, 2019, regarding policies and incentives to encourage the electrification and hybridization of emerging vehicle technologies, while maximizing the social benefits and minimizing the social costs. *Held on suspense in the Assembly Appropriations Committee.*

SCA 2 (Newman) **Vehicle Fees & Taxes: Appropriations Limits** **2-year**
Adds Article XIX D to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes. The measure prohibits the use of these revenues to pay principal and interest on State transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. The measure also prohibits the revenues from being used to pay principal and interest on State transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use. *Ordered to the Senate Inactive File.*

SR 27 (Wieckowski) **Vehicular Air Pollution** **Adopted**
Resolves that the Senate of the State of California opposes any efforts by the current administration and Congress of the United States to deny, roll back, or otherwise undermine California’s ability to set stricter air quality and vehicular emissions standards than the federal government.

SR 51 (McGuire) **Offshore Oil and Gas Leasing Program** **Adopted**
Resolves that the Senate strongly urges the President and the Congress of the United States to permanently safeguard and protect the Pacific coast’s Outer Continental Shelf from new oil and gas leasing. The Resolution also declares the Senate’s unequivocal support for the current federal prohibition on new oil or gas drilling in federal waters

offshore of the Pacific coast, its opposition to the proposed five-year National Offshore Oil and Gas Leasing Program on the Outer Continental Shelf or any attempts to modify that prohibition; and its determination to consider any appropriate actions to maintain the current prohibition.

CHAPTERED BILLS

CHAPTERED BILLS

AB 109 (Ting)	Budget Act of 2017	Chapter 249
AB 115 (ASM Budget)	Transportation	Chapter 20
AB 134 (ASM Budget)	Budget Act of 2017	Chapter 254
AB 135 (ASM Budget)	Transportation	Chapter 255
AB 179 (Cervantes)	California Transportation Commission	Chapter 737
AB 184 (Berman)	Sea Level Rise Planning Database	Chapter 338
AB 188 (Salas)	Enhanced Fleet Modernization Program	Chapter 629
AB 246 (Santiago)	CEQA: Environmental Leadership Act	Chapter 522
AB 262 (Bonta)	GHG Emissions & Public Works Contracts	Chapter 816
AB 398 (E. Garcia)	Cap-and-Trade	Chapter 135
AB 523 (Reyes)	EPIC: Allocation	Chapter 551
AB 544 (Bloom)	HOV Lanes: Vehicle Exemption	Chapter 630
AB 546 (Chiu)	Local Permitting of Energy Storage	Chapter 380
AB 615 (Cooper)	Clean Vehicle Rebate Project	Chapter 631
AB 617 (Garcia, C.)	Reducing Pollution in Communities	Chapter 136
AB 630 (Cooper)	Enhanced Fleet Modernization Program	Chapter 636
AB 634 (Eggman)	Solar Energy Installations	Chapter 818
AB 657 (Cunningham)	Small Business Liaison	Chapter 81
AB 733 (Berman)	Infrastructure Financing: Climate Change	Chapter 657
AB 739 (Chau)	State Vehicle Fleet Purchases	Chapter 639
AB 759 (Dahle)	Integrated Resource Plans	Chapter 140
AB 797 (Irwin)	Solar Thermal Systems	Chapter 473
AB 805 (Gonzalez Fletcher)	Transportation Program Guidelines	Chapter 658
AB 1014 (Cooper)	Diesel Backup Generators	Chapter 145
AB 1022 (Irwin)	Technology Recovery Plan	Chapter 790
AB 1073 (Garcia, E.)	Clean Truck, Bus, ORV & Equip.	Chapter 632
AB 1082 (Burke)	EV Charging Infrastructure: Schools	Chapter 637
AB 1083 (Burke)	EV Charging: State Parks & Beaches	Chapter 638
AB 1113 (Bloom)	State Transit Assistance Program	Chapter 86
AB 1132 (Garcia, C.)	Order of Abatement	Chapter 171
AB 1218 (Oberholte)	CEQA: Bicycle Transp. Plans Exemption	Chapter 149
AB 1274 (O'Donnell)	Smog Check Exemption	Chapter 633
AB 1282 (Mullin)	Transportation Permitting Task Force	Chapter 643
AB 1284 (Dababneh)	Property Assessed Clean Energy Program	Chapter 475
AB 1317 (Gray)	Carl Moyer Program: Pumps	Chapter 634
AB 1328 (Limón)	Oil and Gas: Water Quality	Chapter 758
AB 1400 (Friedman)	Alternative Energy Financing	Chapter 476
AB 1414 (Friedman)	Solar Energy System Permits	Chapter 849
AB 1418 (O'Donnell)	Freight Transportation Systems	Chapter 299
AB 1444 (Baker)	Autonomous Vehicle: Demonstration	Chapter 719
AB 1452 (Muratsuchi)	EV Charging & On-Street Parking	Chapter 635
AB 1530 (Gonzalez Fletcher)	Urban Forestry	Chapter 720
AB 1558 (Garcia, C.)	Los Angeles River: River Ranger Program	Chapter 452
AB 1568 (Bloom)	Enhanced Infrastructure Financing	Chapter 562

AB 1646 (Muratsuchi)	Refinery Alert and Notification System	Chapter 588
AB 1647 (Muratsuchi)	Refinery-Related Monitoring	Chapter 589
AB 1649 (Muratsuchi)	Interagency Refinery Task Force	Chapter 590
ACA 1 (Mayes)	Greenhouse Gas Reduction Reserve Fund	Chapter 105
ACA 5 (Frazier)	Motor Vehicle Taxes: Appropriations Limits	Chapter 30
ACR 68 (Arambula)	Asthma Awareness Month	Chapter 70
ACR 69 (Arambula)	Compost Awareness Week	Chapter 61
AJR 20 (Gonzalez Fletcher)	Climate Change	Chapter 164
SB 1 (Beall)	Transportation Funding	Chapter 5
SB 5 (De León)	Salton Sea Restoration Funding	Chapter 852
SB 19 (Hill)	Public Utilities Commission Staff Training	Chapter 421
SB 44 (Jackson)	Legacy Well Removal and Remediation	Chapter 645
SB 92 (SEN B&FR)	2017 Budget Act: Public Resources	Chapter 26
SB 108 (SEN B&FR)	Zero/Near-Zero Emission Warehouse	Chapter 54
SB 110 (SEN B&FR)	Clean Energy Job Creation Program	Chapter 55
SB 145 (Hill)	Autonomous Vehicles: Testing	Chapter 725
SB 150 (Allen, B.)	Regional Transportation Plans	Chapter 646
SB 242 (Skinner)	Property Assessed Clean Energy Program	Chapter 484
SB 249 (Allen, B.)	Off-Highway Motor Vehicle Recreation	Chapter 459
SB 258 (Lara)	Cleaning Products	Chapter 830
SB 338 (Skinner)	Integrated Resource Plans	Chapter 389
SB 406 (Leyva)	HOV Lanes: Exemption	Chapter 392
SB 498 (Skinner)	Vehicle Fleets: Zero Emission Vehicles	Chapter 628
SB 563 (Lara)	Residential Wood Smoke	Chapter 671
SB 615 (Hueso)	Salton Sea Restoration	Chapter 859
SB 618 (Bradford)	Integrated Resource Plans	Chapter 431
SB 693 (Mendoza)	Lower San Gabriel River Rec. & Park District	Chapter 466
SB 724 (Lara)	Oil and Gas Wells and Production Facilities	Chapter 652
SB 801 (Stern)	Aliso Canyon	Chapter 814

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 262 that would require the department of general services, by January 1, 2019, to establish the maximum acceptable carbon emission level for the building materials set forth in this bill. Successful bidders for State contracts would be required to submit an environmental product declaration for those materials by July 1, 2019.

The goal of this bill is laudable and consistent with our efforts to address climate change, but there is more work yet to be done. Accordingly, I am directing the Department of General Services to work with the Air Resources Board, the Department of Transportation, the Department of Water Resources and interested parties in the private sector to review current national and international standards and make appropriate recommendations.

Sincerely,

Edmund G. Brown Jr.

AB 1082 (Burke)	EV Charging Infrastructure: Schools	Chapter 637
AB 1083 (Burke)	EV Charging Infrastructure: State Parks	Chapter 638

To the members of the California State Assembly:

I am signing Assembly Bill 1082 and Assembly Bill 1083. These bills authorize electric corporations to file proposals for pilot programs with the California Public Utilities Commission by July 30, 2018 for the installation of EV charging stations at schools, state parks or state beaches. The bills also require the Commission to review, modify, if necessary, and decide whether to approve the proposals by December 31, 2018.

Improved access to EV charging stations for all Californians is an important component of achieving the goal of 1.5 million zero emission vehicles on California roads by 2025. While I am signing these two bills, I note that deployment of charging infrastructure should take place in locations that make the most sense and that minimize any increased cost to ratepayers. I encourage the legislature to work with the Commission, utilities and other interested parties to evaluate the effectiveness of existing pilot programs before passing additional bills that direct investments in specific locations.

Sincerely,

Edmund G. Brown Jr.

VETOED BILLS

VETOED BILLS

AB 17 (Holden)	Transit Pass Pilot Program: Student Fare	Vetoed
AB 36 (Nazarian)	Distributed Generation	Vetoed
AB 79 (Levine)	GHGs from Unspecified Electricity Sources	Vetoed
AB 247 (Garcia, C.)	Lead Advisory Task Force	Vetoed
AB 531 (Irwin)	Information Security Technologies	Vetoed
AB 725 (Levine)	State Beaches and Parks: Smoking Ban	Vetoed
AB 863 (Cervantes)	AHSC Program	Vetoed
AB 890 (Medina)	Land Use Planning and Zoning: Initiatives	Vetoed
AB 1239 (Holden)	Building Standards: EV Charging Infrastructure	Vetoed
SB 51 (Jackson)	Whistleblower and Data Protection	Vetoed
SB 80 (Wieckowski)	CEQA: Notices	Vetoed
SB 386 (Glazer)	State Beaches and Parks: Smoking Ban	Vetoed
SB 702 (Stern)	State Vehicles: Bicycles	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 17 without my signature.

This bill requires the Department of Transportation to create a competitive grant program for local transit agencies to provide free and reduced-fare transit passes for low-income students.

Many transit agencies, including the Los Angeles County Metropolitan Transportation Authority, already have a variety of reduced-fare transit programs for students. Before we create this new statewide program, I think we should have a fuller discussion on how local transit discount programs work and how any new ones should be paid for.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 36 without my signature.

This bill broadens eligibility for the Fuel Cell Net Energy Metering program to include electromechanical on-site electricity generation technologies that converts gas to electricity.

AB 1637, a bill I signed into law just last year, continued the existing fuel cell program based specifically on its ability to further reduce greenhouse gases. As we continue to develop a cleaner grid, I prefer to evaluate the effectiveness of the reformed fuel cell program before expanding it to other technologies.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 79 without my signature.

This bill would require the State Air Resources Board to update the inputs or methodology for calculating greenhouse gas emissions of unspecified energy sources.

This bill is unnecessary and interferes with the implementation of existing law passed just last year that requires the California Energy Commission, in consultation with the State Air Resources Board, to adopt a methodology for the calculation of greenhouse gas emissions intensity for all electricity purchases.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 247 without my signature.

This bill creates a twenty-one member Lead Advisory Task Force to review and advise on state policies and procedures to reduce childhood lead poisoning and to suggest a regulatory agenda that would identify sources of lead and ensure standards are protective of public health.

The responsibilities of this task force would be duplicative of ongoing work by the Office of Environmental Health Hazard Assessment, the Department of Public Health, the State Water Resources Control Board, and the Department of Toxic Substances Control. Coordination and evaluation of procedures to reduce childhood lead poisoning is being accomplished administratively amongst these agencies so there is no reason to divert resources to a task force.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 531 without my signature.

This bill requires the Department of Technology's Office of Information Security to review state departments' information security policies to determine if they are sufficient to protect critical government information. The bill also requires the Office to develop a statewide plan to address any deficiencies it sees in its review of departments' cybersecurity practices.

By June 30th, 2018 my administration will finish information security assessments of every state department as required by AB 670. These assessments identify and correct departments' network vulnerabilities. Going forward, each department will receive additional assessments every two years. The Department is also performing audits on departments that scrutinize how their information security practices measure up to the state's information security policies. This coordinated approach to the state's cybersecurity will improve each state department's policies, procedures, and networks so that the state's critical information is secure.

Informed by these assessments and audits, in early 2018 the Department will complete a strategic plan that outlines the state's information security priorities for departments to implement.

Because these efforts will fulfill many of this bill's objectives, I am reluctant to sign the bill at this time

Sincerely,

Edmund G. Brown Jr.

AB 725 (Levine)

State Beaches and Parks: Smoking Ban

Vetoed

To the Members of the California State Assembly:

I am returning Assembly Bill 725 without my signature.

This bill prohibits the Department of Parks and Recreation to post signs to notify the public of the smoking ban.

Last year I vetoed Senate Bill 1333, a similar measure, because I believed that such a far-reaching prohibition in every state park and on every state beach was too broad. In addition, the fine prescribed in this bill for lighting one cigarette is excessive: over \$250 dollars, after the mandatory assessments.

If people can't smoke even on a deserted beach, where can they? There must be some limit to the coercive power of government.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 863 without my signature.

This bill encourages projects that receive funding from the Affordable Housing and Sustainable Communities Program to employ local entrepreneurs and workers from training programs.

The Affordable Housing and Sustainable Communities Program, funded by the Cap and Trade Program, already focuses on improving the economic conditions within disadvantaged communities. In fact, the Strategic Growth Council recently updated the program's guidelines to prioritize projects that focus on local entrepreneurs and workforce training programs.

I believe any additional refinements would be best addressed through the Strategic Growth Council's process.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 890 without my signature.

This bill would require California Environmental Quality Act approval of certain land use decisions that currently are exempt from the Act because a qualified voter initiative on the subject has either been approved by a local governing board or by the voters. Instead of the piecemeal approach taken in this bill, I prefer a more comprehensive CEQA review, which takes into account both the urgent need for more housing and thoughtful environmental analysis.

I hope to work with the author who has shown a steadfast commitment to protecting vulnerable communities from being disproportionately burdened by environmental harms.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 1239 without my signature.

This bill requires the state to develop building standards for electric vehicle parking spaces for existing nonresidential buildings and multifamily dwellings.

In 2013, I signed AB 1092 which required the California Building Standards Commission to adopt mandatory standards for the installation of electric vehicle charging stations for parking spaces in new multifamily dwellings and nonresidential buildings. Furthermore, the California Public Utilities Commission is currently working on a comprehensive plan that will determine where investor-owned utilities can install charging stations around the state.

Increasing transportation electrification will require additional coordination and collaboration from the California Energy Commission, the California Public Utilities Commission and the various departments within the Administration. I am directing the Government Operations Agency to work with all the key parties to identify barriers to the construction of charging stations in existing buildings.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am returning Senate Bill 51 without my signature.

This bill requires the Secretary of the California Environmental Protection Agency to preserve and post online scientific information and data that might be censored or destroyed by the federal government. This bill also prohibits state licensing entities, except the State Bar, from taking disciplinary actions against public employees who report improper federal government activities or make scientific research public.

Action by the federal Administration to obfuscate and devalue scientific evidence by questioning, demoting, or firing federal scientists is dangerous and myopic. It would be difficult, however, to envision a scenario or even a legal basis where the whim of the federal Administration would lead to a disciplinary action in California.

When it comes to preserving scientific research we cannot be too careful. I am directing the Secretary of the California Environmental Protection Agency to collaborate with universities and non-profits to compile and preserve all important and relevant scientific federal research and data.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am returning Senate Bill 80 without my signature.

This bill requires a lead agency to file a Notice of Determination when a project considered under the California Environmental Quality Act (CEQA) receives a categorical exemption. The bill also requires a lead agency to post certain notices on its website, and send the notices by email upon request.

While I agree with the author's desire to provide greater transparency, the current CEQA process already is very detailed, and requires an incredible amount of notice. For that reason, I am reluctant to add the additional requirements mandated by this bill.

Sincerely,

Edmund G. Brown Jr.

SB 386 (Glazer)

State Vehicles: Bicycles

Vetoed

To the Members of the California State Senate:

I am returning Senate Bill 386 without my signature.

This bill prohibits smoking on state coastal beaches and throughout the State Park System, and requires the Department of Parks and Recreation to post signs to notify the public of the smoking ban.

Last year I vetoed Senate Bill 1333, a similar measure, because I believed that such a far-reaching prohibition in every state park and on every state beach was too broad. In addition, the fine prescribed in this bill for lighting one cigarette is excessive: \$485 dollars, after the mandatory assessments.

If people can't smoke even on a deserted beach, where can they? There must be some limit to the coercive power of government.

Sincerely,

Edmund G. Brown Jr.

SB 702 (Stern)

State Vehicles: Bicycles

Vetoed

To the Members of the California State Senate:

I am returning Assembly Bill 702 without my signature.

This bill requires the Department of General Services to expand the State Employee Bike share Program to other areas of the state where feasible.

The Department should continuously assess the demand for this Program and expand as needed within its existing authority. This bill is unnecessary.

Sincerely,

Edmund G. Brown Jr.

LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 109 (Ting) Chapter 249</p>	<p>Budget Act of 2017 Grants CARB authority to issue advanced payments, and directs CARB, in consultation with DOF, to develop regulations regarding advanced payment requirements.</p>	<p>Requires CARB to provide advance payments to recipients of grant awards funded by GGRF, the Enhanced Fleet Modernization Subaccount of the High Polluter Repair or Removal Account, the Air Quality Improvement Fund, and the Air Pollution Control Fund, in order to initiate and implement projects in a timely manner. Also requires CARB to adopt, in consultation with DOF, regulations regarding advance payments and the use of the advance payments by grant recipients, to ensure funds are used properly.</p>	<p>N/A</p>	<p>N/A</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 134 (ASM Budget) Chapter 254</p>	<p>Budget Act of 2017 Allocates funding for various Low Carbon Transportation investment projects, with specified provisions.</p>	<p>Excludes from funding, for the allocation provided for Freight Equipment Advanced Demonstration and Pilot Commercial Deployment Projects, the purchase of fully automated cargo handling equipment. "Fully automated" means equipment that is remotely operated or remotely monitored, with or without the exercise of human intervention or control.</p> <p>Requires CARB, for the allocation provided for HVIP, to consider forthcoming technological innovations in heavy-duty vehicle engines, along with market demand for those vehicles expected to come to market during fiscal year 2017–2018. Also requires a \$35,000,000 set-aside from the HVIP allocation for the purchase of zero emission buses.</p> <p>Requires CARB, for the CVRP allocation, to work with the Labor and Workforce Development Agency to develop procedures for certifying manufacturers of vehicles included in CVRP as being fair and responsible in the treatment of their workers.</p> <p>Requires CARB to continue income caps for CVRP established by Health and Safety Code § 44274.3</p>	<p>2017 Budget Year</p> <p>2017 Budget Year</p> <p>Unspecified, however provides legislative intent as beginning in fiscal year 2018–2019</p> <p>2017 Budget Year</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p> <p>N/A</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 179 (Cervantes) Chapter 737</p>	<p>California Transportation Commission</p> <p>Requires CTC and CARB to hold at least two annual joint meetings to coordinate implementation of transportation policies, including interagency efforts on implementing the Sustainable Freight Action Plan, developing the update of the California Transportation Plan, and setting regional GHG emissions reduction targets.</p>	<p>Requires CTC and CARB to hold at least two joint meetings each year to coordinate the implementation of transportation policies.</p>	<p>Biannually</p>	<p>Government Code §14516</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 188 (Salas) Chapter 629</p>	<p>Enhanced Fleet Modernization Program Alters vehicle eligibility requirements for the Enhanced Fleet Modernization Program by applying the existing fuel economy standards for minivans to light-duty pickup trucks.</p>	<p>Requires CARB to update the guidelines for the Enhanced Fleet Modernization Program to allow applicants retiring a light-duty pickup truck to replace the vehicle with a light-duty pickup truck that meets the fuel economy standards of minivans.</p>	<p>July 1, 2019</p>	<p>Health and Safety Code §44125</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 246 (Santiago) Chapter 522</p>	<p>CEQA: Environmental Leadership Act</p> <p>Extends the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 for two years, requires that projects attain "gold" instead of "silver" Leadership in Environmental and Energy Design certification, and raises required transportation efficiency to 15 percent better than comparable projects.</p>	<p>Requires CARB to determine whether a proposed Environmental Leadership Development Project would result in no net increase in GHG emissions. Making this determination includes the following tasks:</p> <ul style="list-style-type: none"> • Pre-application consultation on applicant's proposed methodology for quantifying emissions and other things. • Review of the formal application. • Consultation on mitigation measures, including offsets, within CARB and with applicant. • Consultation with the lead agency to ensure the mitigation measures can be required and enforced by the lead agency. • Prepare a written staff report to serve as the basis for the decision by CARB's Executive Officer. • Prepare an Executive Order in coordination with CARB's legal staff. • Brief CARB and OPR management. 	<p>Continuous</p>	<p>Public Resources Code §21183(c)</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 262 (Bonta) Chapter 816</p>	<p>GHG Emissions and Public Works Contracts</p> <p>Requires DGS to establish a maximum acceptable global warming potential for each category of eligible material (carbon steel rebar, flat glass, mineral wool board insulation, and structural steel). Specified awarding agencies must include in the specifications for public works bids, the facility-specific global warming potential for any required eligible material, to ensure it does not exceed the maximum acceptable global warming potential established by DGS for that material.</p>	<p>The bill has no specific mandates for CARB. However, in the AB 262 sign message, Governor Brown directed DGS to work with CARB, the Department of Transportation, the Department of Water Resources, and interested private sector parties to review current national and international standards and make appropriate recommendations.</p>	<p>Continuous</p>	<p>N/A</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 398 (Garcia, E.) Chapter 135</p>	<p>Cap-and-Trade</p> <p>Clarifies CARB's authority to pursue a post-2020 Cap-and-Trade program, sets new requirements for CARB for adopting a post-2020 Cap-and-Trade regulation, and creates the Compliance Offsets Protocol Task Force and Independent Emissions Market Advisory Committee.</p>	<p>Requires CARB, when adopting a post-2020 Cap-and-Trade regulation, to incorporate specific components, including establishing a price ceiling, establishing two price containment points at levels below the ceiling, developing approaches to increase offset projects in California, reducing the offset usage limit, setting industry assistance factors at levels applicable to the 2015-2017 compliance period, and establishing allowance banking rules to discourage speculation.</p> <p>Requires CARB to report to the Legislature, in consultation with the Independent Emissions Market Advisory Committee, on the potential for allowance prices to reach the price ceiling for multiple auctions.</p> <p>Requires CARB to report to the Legislature on progress toward meeting the 2030 GHG target and the leakage risk posed by the Cap-and-Trade program, including recommendations on necessary statutory changes to reduce leakage, while maintaining the ability to reach the target.</p>	<p>When adopting the regulation</p> <p>When two consecutive auctions exceed the lower of the price containment levels established by the bill</p> <p>December 31, 2025</p>	<p>Health and Safety Code §38562</p> <p>Health and Safety Code §38562</p> <p>Health and Safety Code §38562</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 398 (continued)</p>		<p>Requires CARB to report to the relevant fiscal and policy committees, including the Joint Committee on Climate Change Policies, on the following:</p> <ul style="list-style-type: none"> • Updates to the Scoping Plan • Updates on implementing the Scoping Plan • Updates on implementing the Cap-and-Trade program <p>Requires CARB to appoint members to the Compliance Offsets Protocol Task Force established under the bill.</p> <p>Requires CARB to consult with the Compliance Offsets Protocol Task Force established under the bill.</p> <p>Requires CARB to consult with the Independent Emissions Market Advisory Committee established under the bill.</p> <p>Requires CARB to consult with the California Workforce Development Board in the development of their report to the Legislature.</p> <p>Requires CARB to update the Scoping Plan to achieve the 2030 GHG reduction goal.</p>	<p>Before update adopted Not specified Not specified</p> <p>Not specified</p> <p>When approving new offset protocols</p> <p>Annually</p> <p>January 1, 2019</p> <p>January 1, 2018</p>	<p>Health and Safety Code §38562</p> <p>Health and Safety Code §38562</p> <p>Health and Safety Code §38591.1</p> <p>Health and Safety Code § 38591.2</p> <p>Health and Safety Code §38591.3</p> <p>Health and Safety Code §38592.5</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 544 (Bloom) Chapter 630</p>	<p>HOV Lanes: Vehicle Exemption</p> <p>Revises the conditions for issuing a Clean Air Vehicle Decal by limiting eligibility and the length of time a decal is valid. The bill repeals all provisions of the Clean Air Vehicle Decal program on September 30, 2025.</p>	<p>DMV shall collaborate with CARB to establish procedures to implement the bill and share information, including the following:</p> <ul style="list-style-type: none"> Amend the Clean Air Vehicle Decal application to include a statement indicating the applicant cannot participate in both programs unless the applicant meets specified income restrictions; each application shall require the applicant to provide a signature to confirm their understanding of this condition. Notify consumers of the eligibility criteria and conditions using existing education and outreach efforts. Establish appropriate compliance and enforcement measures. <p>CARB must continue to publish and maintain a list of all vehicles eligible for participation in the Clean Air Vehicle Decal program and CVRP, and provide this list to DMV.</p>	<p>None specified for CARB</p>	<p>Vehicle Code §5205.5</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 615 (Cooper) Chapter 631</p>	<p>Clean Vehicle Rebate Project Extends the sunset date for provisions effecting eligibility for CVRP that were implemented by SB 859 (Budget and Fiscal Review, Chapter 368, Statutes of 2016). Also requires CARB to submit a report to the Legislature on the impact of CVRP on the zero emission vehicle market.</p>	<p>Extends the sunset date for CVRP eligibility provisions implemented under SB 859. These provisions require that CVRP implement specified income caps for program eligibility, provide additional rebate incentives to low-income applicants, prioritize rebate payments for low-income applicants, improve low-income outreach, and require eligible vehicles to have a minimum 20-mile range.</p> <p>Requires the CARB to work with, and contract with, either the University of California or the California State University to prepare and submit a report to the Legislature on the impact of CVRP on California's zero emission vehicle market.</p>	<p>Extends sunset date from January 1, 2018 to January 1, 2019</p> <p>December 31, 2018</p>	<p>Health and Safety Code §44274.3</p> <p>Health and Safety Code §44274.3</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 617 (Garcia, C.) Chapter 136</p>	<p>Reducing Pollution in Communities</p> <p>Establishes a suite of actions to address air pollution in impacted communities, including a community monitoring program and a statewide strategy to reduce toxic air contaminant and criteria pollutant emissions in communities affected by a high cumulative exposure burden. The bill requires local air districts with communities identified in the statewide strategy to adopt community emissions reduction programs.</p>	<ul style="list-style-type: none"> Requires CARB, in consultation with local air districts, develop a uniform statewide system of annual reporting that specified stationary sources can use to report their annual criteria pollutant and toxic air contaminant emissions to CARB. Requires CARB to establish and maintain a statewide clearinghouse that identifies the best available control technology and best available retrofit control technology for criteria air pollutants, and related technologies for the control of toxic air contaminants. Requires CARB to implement increased maximum non-vehicular civil and criminal penalties (increased from \$1,000 to \$5,000, with an annual adjustment for inflation). Requires CARB to prepare by October 1, 2018, and in consultation with others, a monitoring plan on the availability and effectiveness of toxic air contaminant and criteria pollutant advanced sensing monitoring technologies, existing community air monitoring systems, and the need for and benefits of establishing additional community monitoring systems. 	<p>Unspecified</p> <p>Unspecified</p> <p>Continuous</p> <p>October 1, 2018</p>	<p>Health and Safety Code §39607.1</p> <p>Health and Safety Code §40920.8</p> <p>Health and Safety Code §42400, §42402, and §42411</p> <p>Health and Safety Code §42705.5</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
AB 617 (continued)		<ul style="list-style-type: none"> Requires CARB, in consultation with local air districts and based on an assessment of sensitive receptors and disadvantaged communities, to select the highest priority locations in the State for deploying community air monitoring systems. A local air district with a selected location must deploy a community air monitoring system at that location by July 1, 2019. Directs CARB to select additional high priority locations by January 1, 2020, and January 1 of every year thereafter. Local air districts must deploy community monitoring systems at those locations within one year of CARB's selection of the location. Requires CARB to hold an annual public hearing on the status of implementing the community air monitoring network and make recommendations for improvements. Requires CARB to publish on its website, air quality data from local air districts that were collected under the AB 617 community air monitoring provisions. 	<p>July 1, 2019</p> <p>January 1, 2020, and annually by January 1 thereafter</p> <p>Annually</p> <p>Continuous</p>	<p>Health and Safety Code §42705.5</p> <p>Health and Safety Code §42705.5</p> <p>Health and Safety Code §42705.5</p> <p>Health and Safety Code §42705.5</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 617 (continued)</p>		<ul style="list-style-type: none"> Requires CARB, by October 1, 2018, to prepare a statewide strategy to reduce toxic air contaminant and criteria pollutant emissions in communities affected by a high cumulative exposure burden, and update the strategy at least once every five years. As part of this process, CARB must conduct public workshops throughout California and consult with the Scientific Review Panel on Toxic Air Contaminants, local air districts, the Office of Environmental Health Hazard Assessment, environmental justice organizations, affected industry, and other interested stakeholders. Requires CARB, concurrent with the development of the statewide strategy, to select locations for the preparation of community emissions reduction programs and continue to select additional locations annually. Requires CARB to consult with local air districts. Local air districts with a selected location must adopt a community emissions reduction program to achieve emissions reductions for the selected location using cost-effective measures, within one year of CARB's selection and in consultation with CARB, individuals, community-based organizations, affected sources, and local governments. 	<p>October 1, 2018, and once every five years</p> <p>Concurrent with the development of the statewide strategy and annually thereafter</p> <p>Within one year of CARB's selecting a location for a community emissions reduction program</p>	<p>Health and Safety Code §44391.2</p> <p>Health and Safety Code §44391.2</p> <p>Health and Safety Code §44391.2</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 617 (continued)</p>		<ul style="list-style-type: none"> Requires CARB to review and approve a community emissions reduction program within 60 days of receiving the program. Programs that CARB rejects must be resubmitted within 30 days. Requires CARB, for community emissions reduction programs rejected in whole or in part, to initiate a public process to discuss options for achieving an approvable program. Concurrent with the public process, CARB must develop and implement the applicable mobile source elements in the draft program. Requires CARB, as well as local air districts, to be responsible for measures consistent with their respective authorities. Compliance with the community emissions reduction program is enforceable by the local air district and CARB, as applicable. Requires CARB to provide grants to community-based organizations for technical assistance and to support community participation. 	<p>Within 60 days of CARB receiving the program</p> <p>Upon CARB's rejection, in whole or in part, of a community emissions reduction program</p> <p>Continuous</p> <p>Continuous</p>	<p>Health and Safety Code §44391.2</p> <p>Health and Safety Code §44391.2</p> <p>Health and Safety Code §44391.2</p> <p>Health and Safety Code §44391.2</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 630 (Cooper) Chapter 636</p>	<p>Enhanced Fleet Modernization Program</p> <p>Codifies the EFMP Plus Up Pilot Project in statute as a permanent program administered by CARB and renames it: Clean Cars 4 All.</p>	<p>Requires CARB to set specific, measurable program metrics for the replacement of passenger vehicles and light- and medium-duty trucks that are high polluters.</p> <p>Requires CARB to update guidelines for both EFMP and Clean Cars 4 All; the updated guidelines must include the following provisions:</p> <ul style="list-style-type: none"> • Improved coordination, integration, and partnerships with other relevant programs. • An alternative mobility component for Clean Cars 4 All. • Prescreening provisions, if CARB determines they are appropriate. • A focus on achieving improvements to air quality and benefits to low-income residents through the retirement of high-polluting passenger motor vehicles owned by low-income residents. <p>Requires CARB to collect and post all of the following information for both EFMP and Clean Cars 4 All on the CARB website:</p> <ul style="list-style-type: none"> • Program performance relative to the metrics developed pursuant to the bill. • An accounting that includes funding allocated to the program, funding sources, and program expenditures by region. 	<p>Beginning in fiscal year 2018-2019, and every fiscal year thereafter</p> <p>By January 1, 2019</p>	<p>Health and Safety Code §44124.5</p> <p>Health and Safety Code §44124.5 and §44125</p> <p>Health and Safety Code §44125.5</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 630 (continued)</p>		<ul style="list-style-type: none"> • A performance analysis – aggregated by local air district – of the replacement or mobility options component of each program. The performance analysis must identify areas for CARB to emphasize when setting future goals or updating the Clean Cars 4 All guidelines. Specific components of the performance analysis must include whether there is a backlog or waitlist, and how to address it; an evaluation of funding for targeted outreach in low-income and disadvantaged communities; and how incentive levels can be modified to maximize participation and emissions reductions. 		

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 739 (Chau) Chapter 639</p>	<p>State Vehicle Fleet Purchases Requires DGS to reach State fleet purchase targets for zero emission vehicles with a gross vehicle weight rating of 19,000 pounds or more, or at least 15 percent beginning December 31, 2025, and at least 30 percent by December 31, 2030.</p>	<p>If DGS is unable to meet the minimum zero emission vehicle purchase requirements by December 31, 2026, DGS must consult with CARB in conducting a technical assessment of zero emission vehicle technology for the specified vehicles, including a plan to address barriers to meeting the requirements.</p>	<p>After December 31, 2026</p>	<p>Public Resources Code §25722.11</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1073 (E. Garcia) Chapter 632</p>	<p>California Clean Truck, Bus, and Off-Road Vehicle and Equipment</p> <p>Extends the sunset date for the 20 percent set aside for early commercial deployment of existing zero and near-zero emission heavy-duty trucks within the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.</p>	<p>Requires CARB to continue the 20 percent set aside for existing zero and near-zero emission heavy-duty trucks as part of the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program funded by the Greenhouse Gas Reduction Fund.</p>	<p>Extends sunset date from January 1, 2018 to December 31, 2020</p>	<p>Health and Safety Code §39719.2</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1083 (Burke) Chapter 638</p>	<p>EV Charging Infrastructure: State Parks & Beaches</p> <p>Allows an electrical corporation, in consultation with CARB and other specified State agencies, to file a proposal with CPUC for a pilot program to install plug-in electric vehicle charging stations at State parks and beaches within its service territory, prioritizing facilities serving disadvantaged communities. The State Department of Parks and Recreation must determine which beaches and parks are suitable for these installations, and CPUC must act on the proposals by December 31, 2018.</p>	<p>Requires CARB to consult with the electrical corporations in developing their proposals.</p>	<p>By July 30, 2018</p>	<p>Public Utilities Code §740.14</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1647 (Muratsuchi) Chapter 589</p>	<p>Refinery-Related Monitoring</p> <p>Requires local air districts to implement and maintain a community air monitoring system near each petroleum refinery by January 1, 2020. The monitoring system must be consistent with requirements and guidance applicable to the siting of air quality monitors established by U.S. EPA. The bill also requires petroleum refineries to install and operate fence-line air monitoring systems at or adjacent to the refinery by January 1, 2020, consistent with guidance developed by the local air district.</p>	<p>Does not have a specific mandate for CARB. However, the bill mandates that local air district monitoring guidance, to the extent feasible, must be informed by refinery-related guidance in CARB's monitoring plan required under AB 617 (Garcia, C., Chapter 136, Statutes of 2017). While this mandate infers CARB will have refinery-related guidance in the AB 617 monitoring plan, AB 617 is silent on specific industry sectors covered by the monitoring plan.</p>	<p>Refinery-related community and fence-line monitoring systems must be in place January 1, 2020</p>	<p>Public Resources Code §42705.6</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1649 (Muratsuchi) Chapter 590</p>	<p>Interagency Refinery Task Force</p> <p>Directs CalEPA, in consultation with CARB and other various environmental, health, emergency service, and safety agencies, to examine ways to improve public and worker safety through enhanced refinery oversight and strengthen emergency preparedness for refinery incidents. The bill requires CalEPA to facilitate coordination among these agencies to protect the public, fence-line communities, and refinery workers from risks associated with refinery operations.</p>	<p>Directs CalEPA to consult with various environmental, health, emergency service, and safety agencies, including CARB, while examining ways to improve public and worker safety through enhanced refinery oversight and to strengthen emergency preparedness for refinery incidents.</p> <p>Requires CalEPA to hold at least two public meetings annually to provide the public with current information on refinery safety, and requires CalEPA to request attendance at the meetings by the aforementioned agencies.</p>	<p>Continuous</p> <p>Biannually</p>	<p>Public Resources Code §71275</p> <p>Public Resources Code §71275</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
SB 1 (Beall) Chapter 5	<p>Transportation Funding</p> <p>Of interest to CARB, the bill imposes a \$100 annual registration and renewal fee on zero emission vehicles beginning in 2020, applicable for the 2020 model year and later. Second, the bill precludes CARB from requiring via potential future regulations, medium-duty and heavy-duty fleet turnover in advance of specified deadlines. This provision also requires DMV, starting January 1, 2020, to verify that a medium- or heavy-duty vehicle is compliant with or exempt from CARB's Truck and Bus Regulation. CARB must notify DMV of compliant vehicles that may be registered, and DMV is</p>	<p>Requires CARB to consult with the University of California at Davis Institute of Transportation Studies as the Institute develops its report to the Legislature on raising revenue from zero emission and low emission vehicle owners.</p> <p>Prohibits requiring the retirement, replacement, retrofit, or repower of a commercial vehicle by laws or regulations adopted or amended after January 1, 2017, until the later of the following:</p> <ul style="list-style-type: none"> • Thirteen years from the model year the engine and emission control system are first certified. • The vehicle reaches the earlier of either 800,000 vehicle miles traveled or 18 years from the model year the engine and emission control system are first certified. <p>Requires CARB to notify DMV of the vehicles allowed to be registered because they are compliant with the Truck and Bus Regulation.</p> <p>Requires CARB to evaluate the impact of the above prohibition on State and local efforts to meet State and local clean air goals, including compliance with the Truck and Bus Regulation, the benefits and impacts of measures enacted for stationary sources, and State Implementation Plan</p>	<p>January 1, 2019</p> <p>Beginning January 1, 2017</p> <p>Beginning in 2020</p> <p>January 1, 2025</p>	<p>N/A</p> <p>Health and Safety Code §43021</p> <p>Health and Safety Code §4000.15</p> <p>Health and Safety Code §43021</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1 (continued)</p>	<p>given authority to refuse vehicle registration or issue a temporary 90-day permit for noncompliant vehicles. Finally, the bill requires CARB to serve in a consultative role to Caltrans and CTC as they administer new programs created under SB 1.</p>	<p>compliance. As part of this effort, CARB is required to make recommendations to the Legislature on additional or different mechanisms for achieving these goals. CARB must hold at least one public workshop on the study prior to completing the evaluation.</p>		

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 92 (SEN B&FR) Chapter 26</p>	<p>2017 Budget Act: Public Resources</p> <p>Makes necessary statutory changes to implement funding in the 2017 Budget Act related to public resources, as well as specified GGRF funds appropriated under the 2016 Budget Act. The sections mandating action by CARB include the following:</p> <ul style="list-style-type: none"> • Approval criteria for the Volkswagen investment plan under the 2.0-liter partial consent decree. • Consideration of the California State University when awarding contracts for air pollution research. • Outreach requirements for agencies receiving 	<p>Section 68 regarding the Volkswagen 2.0-liter Partial Consent Decree:</p> <ul style="list-style-type: none"> • Requires CARB to strive to ensure that Appendix C investments are aligned with the State's priorities and provide for public transparency before approval. • Requires CARB, in approving each of the Appendix C investment plans proposed by Volkswagen, to strive to ensure (1) that at least 35 percent of funds for the investment plan benefit low-income or disadvantaged communities disproportionately affected by air pollution; and (2) periodic submission of progress reports to CARB on the implementation of the investment plan from Volkswagen or its subsidiary. • Requires CARB to post each proposed investment plan for public comment and approve each investment plan at a public hearing. • Requires CARB to report annually to the Legislature on the progress of the implementation of the investment plan. 	<p>Continuous – CARB approved the first investment plan on July 27, 2017, and anticipates approving three more over the next ten years</p> <p>Annually</p>	<p>Health and Safety Code §39614</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 92 (continued)</p>	<p>GGRF appropriations through the Budget Act of 2016.</p>	<ul style="list-style-type: none"> Requires the lead agency to strive to ensure that Appendix D expenditures are aligned with the State's priorities and provide for public transparency before approval. The Governor has identified CARB as the "lead agency." Requires the lead agency to strive to ensure, to the maximum extent allowable under the Consent Decree, that 35 percent of the monies received pursuant to Appendix D benefit low-income or disadvantaged communities disproportionately affected by air pollution. Requires the lead agency to report annually to the Legislature on the proposed and actual expenditures of the monies received pursuant to Appendix D. <p>Section 69 requires CARB to consider the California State University when awarding contracts for air pollution research.</p> <p>Section 99 requires CARB, and other agencies receiving GGRF funds under the Budget Act of 2016 to conduct public outreach at meetings and workshops, thereby offering all interested parties an opportunity to comment prior to adopting guidelines governing the award, eligibility, and administration of the funding.</p>	<p>CARB anticipates approval in Spring 2018 of the Appendix D Beneficiary Mitigation Plan, which will guide Appendix D expenditures</p> <p>Annually</p> <p>Continuous</p> <p>Applies only to GGRF funds appropriated under the Budget Act of 2016</p>	<p>Health and Safety Code §39704</p> <p>N/A</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 108 (SEN B&FR) Chapter 54</p>	<p>Zero/Near-Zero Emission Warehouse</p> <p>Of interest to CARB is the provision to implement the Zero/Near-Zero Emission Warehouse Program.</p>	<p>Section 13 Requires CARB to develop criteria for implementing the Zero/Near-Zero Emission Warehouse Program, with public input, using the existing Air Quality Improvement Program funding plan process.</p>	<p>None specified</p>	<p>N/A</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 110 (SEN B&FR) Chapter 55</p>	<p>Clean Energy Job Creation Program</p> <p>Of interest to CARB, appropriates \$75 million of the remaining funds from Proposition 39 to school districts and county offices of education for grants and loans for schoolbus retrofit or replacement.</p>	<p>Requires CARB to consult with CEC, as CEC administers the program. Priority is given to school districts and county offices of education operating in the oldest schoolbuses or schoolbuses operating in disadvantaged communities, as determined by CARB.</p>	<p>None specified</p>	<p>Public Resources Code §26205.5</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 150 (Allen) Chapter 646</p>	<p>Regional Transportation Plans</p> <p>Requires CARB to prepare a legislative report assessing the progress each MPO makes in meeting the regional GHG reduction targets set by CARB. The report shall include changes to GHG emissions in each region and data-supported metrics for the strategies utilized to meet the targets.</p>	<p>Requires CARB to prepare a report to assess the progress made by each MPO in meeting the regional GHG reduction targets set by CARB. CARB must submit the report to the Assembly Committee on Transportation, the Assembly Committee on Natural Resources, the Senate Committee on Transportation and Housing, and the Senate Committee on Environmental Quality. The report must include all of the following items and be developed in consultation with the MPO and affected stakeholders:</p> <ul style="list-style-type: none"> • Changes to GHG emissions in each region and data-supported metrics for the strategies utilized to meet the targets. • A discussion of best practices and the challenges faced by the MPO in meeting the targets, including the effect of State polices and funding. <p>Requires CARB, when setting regional GHG targets, to consider and be consistent with the 2030 GHG emissions reduction target of 40 percent below 1990 levels.</p>	<p>On or before September 1, 2018 and every four years thereafter</p>	<p>Government Code §65080</p>
			<p>Ongoing</p>	<p>Government Code §65080</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 498 (Skinner) Chapter 628</p>	<p>Vehicle Fleets: Zero Emission Vehicles</p> <p>Requires CARB to review, in consultation with stakeholders and the University of California Institutes of Transportation Studies, all programs that affect the adoption of light-, medium-, and heavy-duty ZEVs in California, and report specified information to the Legislature.</p>	<p>Requires CARB to submit a legislative report with policy recommendations for increasing the use of light-, medium-, and heavy-duty ZEVs in California. CARB must consider public comments on the draft report at a public hearing at least 30 days prior to submitting the report to the Legislature. The report must contain the following elements:</p> <ul style="list-style-type: none"> • A review of CARB's ZEV programs, including each program's air quality and climate improvement goals, and its status relative to meeting those goals. • A cost-benefit analysis of each ZEV program and, to the extent feasible, a comparison of CARB programs with ZEV programs in other states and countries. • Recommendations for maximizing the effectiveness of existing programs to expand the use of ZEVs in the most cost-effective manner, while also maximizing GHG reductions and air quality improvements. • Consideration of the results of a University of California at Davis Institute of Transportation Studies study completed pursuant to SB 1 (Beall, Chapter 5, Statutes of 2107). • Recommendations for how vehicle fleet operators can increase the number of ZEVs. 	<p>July 1, 2019</p>	<p>Health and Safety Code §43018.8</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
SB 563 (Lara) Chapter 671	<p>Residential Wood Smoke</p> <p>Establishes the Wood Smoke Reduction Program to promote the voluntary replacement of old, uncertified wood burning stoves with cleaner burning, more energy-efficient alternatives. CARB will develop and administer the Program, in coordination with local air districts. The bill makes monies for the Program available to CARB upon appropriation by the Legislature – including, but not limited to GGRF funds. Note that no funds were appropriated for this program in fiscal year 2017-2018.</p>	<p>Requires CARB To develop and administer the Wood Smoke Reduction Program, in coordination with local air districts. The Program must include the following elements:</p> <ul style="list-style-type: none"> • Replacement of older, less efficient, uncertified wood-burning devices, including, but not limited to, woodstoves and wood inserts, with cleaner burning, more efficient home heating alternatives. • Prioritizing the use of incentive money for the most efficient, nonwood-burning devices. • Prioritizing the cleanest and best available technologies if nonwood alternatives are infeasible or cost prohibitive, including education on proper wood burn practices. • Opportunities for demonstrating and providing information about the cleanest residential heating technologies as part of outreach efforts. • Requirements for professional installation of new devices to maximize efficiency and minimize emissions. 	Not specified	Health and Safety Code §39733

LEGISLATIVE HEARINGS AND EVENTS

2017 LEGISLATIVE HEARINGS AND EVENTS

- January 18: Senate Environmental Quality Committee
“California Air Resources Board: An Overview of Air Pollution”
- February 2: Annual Briefing for Legislative Staff on CARB Programs
- February 6: Assembly Transportation Committee
“Departmental Informational Hearing”
- February 22: Senate Environmental Quality Committee
“The Federal Clean Air Act: California Waivers: How California’s Strict Air Quality Standards Have Created Economic Growth and Improved Public Health”
- March 1: Assembly Budget Committee No. 3 Resources and Transportation
“Climate and Environmental Research in California”
- March 8: Capitol Weekly Conference
“Carbon Free California”
- March 15: Assembly Budget Committee No. 3 Resources and Transportation
California Air Resources Board: Enforcement, Outcomes, 2017-18 Cap-and-Trade Proposal
- March 22: U.S. House of Representatives Committee on Energy and Commerce
“H.R. 806, Ozone Standards Implementation Act of 2017”
- March 21: Senate Transportation and Housing Committee and Senate Environmental Quality – Joint Oversight Hearing
“Volkswagen and Fiat-Chrysler Emissions Control Violations: Impact of California”
- April 19: Assembly Budget Committee No. 3 Resources and Transportation
“Oversight of the Dairy Digester Program”
- May 5: Oversight Hearing of the Senate Environmental Quality Committee
“California’s Climate Change Market-Based Compliance Mechanism: A Cap-and-Trade Program Post 2020”

- June 13: Senate Budget and Fiscal Review Committee
“Informational Hearing on 2017 Budget Package Trailer Bills”
- June 14: Joint Legislative Committee on Climate Change Policies
“2030 Target Scoping Plan”
- July 5: Joint Legislative Committee on Climate Change Policies
“AB 197 Implementation”
- July 12: Senate Environmental Quality Committee and Assembly Natural
Resources Committee
“Informational Hearing on AB 398”
- August 23: Joint Legislative Committee on Climate Change Policies
“Local Actions to Improve Sustainability”
- August 23: Select Committee on California’s Clean Energy Economy
“Low Carbon Fuels: Methods of Procurement and Production”
- August 23: Assembly Budget Committee No. 3 Resources and Transportation
“2017-18 Cap-and-Trade Expenditure Plan”
- August 24: Little Hoover Commission
“Forest Management”
- August 24: Senate Budget and Fiscal Review Subcommittee No. 2 Resources,
Environmental Protection, Energy, and Transportation
“Greenhouse Gas Reduction Fund Overview”
- September 12: Informational Hearing on Greenhouse Gas Reduction Fund Expenditures
- October 24: “Green Economy and Green Investments”
- November 3: Joint Legislative Committee on Climate Change Policies and
Assembly Committee on Natural Resources
Informational Hearing on Air Quality in California’s Border Region

ROSTER OF LEGISLATORS

2017 ASSEMBLY MEMBERS

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Acosta, Dante	R	Santa Clarita
Aguiar-Curry, Cecilia	D	Napa
Allen, Travis	R	Huntington Beach
Arambula, Dr. Joaquin	D	Fresno
Baker, Catharine	R	Dublin
Berman, Marc	D	Menlo Park
Bigelow, Frank	R	O'Neals
Bloom, Richard H.	D	Santa Monica
Bocanegra, Raul	D	San Fernando
Bonta, Rob	D	Alameda
Brough, William P.	R	Dana Point
Burke, Autumn R.	D	Inglewood
Caballero, Anna	D	Salinas
Calderon, Ian C.	D	Whittier
Cervantes, Sabrina	D	Corona
Chau, Ed	D	Arcadia
Chávez, Rocky	R	Oceanside
Chin, Phillip	R	Diamond Bar
Chiu, David S.	D	San Francisco
Choi, Steven Ph. D	R	Irvine
Chu, Kansan	D	San Jose
Cooley, Ken	D	Rancho Cordova
Cooper, Jim	D	Elk Grove
Cunningham, Jordan	R	San Luis Obispo
Dababneh, Matthew M.	D	Encino
Dahle, Brian	R	Bieber
Daly, Tom F.	D	Anaheim
Eggman, Susan Talamantes	D	Stockton
Flora, Heath	R	Modesto

Fong, Vince	R	Bakersfield
Frazier, Jr., Jim L.	D	Oakley
Friedman, Laura	D	Glendale
Gallagher, James M.	R	Yuba City
Garcia, Cristina	D	Bell Gardens
Garcia, Eduardo	D	Coachella
Gipson, Mike A.	D	Carson
Gloria, Todd	D	San Diego
Gomez, Jimmy	D	Los Angeles
(Elected to United States House of Representatives in June 2017)		
Gonzalez Fletcher, Lorena	D	San Diego
Gray, Adam	D	Merced
Grayson, Tim	D	Concord
Harper, Matthew	R	Huntington Beach
Holden, Chris	D	Pasadena
Irwin, Jacqui V.	D	Thousand Oaks
Jones-Sawyer, Sr., Reginald Byron	D	Los Angeles
Kalra, Ash	D	San Jose
Kiley, Kevin	R	El Dorado Hills
Lackey, Tom W.	R	Palmdale
Levine, Marc B.	D	San Rafael
Limón, Monique	D	Santa Barbara
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
Muratsuchi, Al	D	Manhattan Beach
Nazarian, Adrin	D	Sherman Oaks
Obernalte, Jay P.	R	Big Bear Lake

O'Donnell, Patrick	D	Long Beach
Patterson, Jim	R	Fresno
Quirk, Bill	D	Hayward
Quirk-Silva	D	Fullerton
Rendon, Anthony Ph. D.	D	Lakewood
Reyes, Eloise Gómez	D	San Bernardino
Ridley-Thomas, Sebastian	D	Los Angeles
Rodriguez, Freddie	D	Pomona
Rubio, Blanca E.	D	West Covina
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
Voepel, Randy	R	Santee
Waldron, Marie	R	Escondido
Weber, Shirley N.	D	San Diego
Wood, Jim	D	Healdsburg

D–Democrat

R–Republican

2017 SENATE MEMBERS

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Allen, Ben	D	Santa Monica
Anderson, Joel	R	Alpine
Atkins, Toni G.	D	San Diego
Bates, Patricia C.	R	Laguna Niguel
Beall, Jim	D	San Jose
Berryhill, Tom	R	Modesto
Bradford, Steven	D	Compton
Cannella, Anthony J.	R	Ceres
De León, Kevin	D	Los Angeles
Dodd, Bill	D	Davis
Fuller, Jean	R	Bakersfield
Gaines, Ted	R	El Dorado Hills
Galgiani, Cathleen	D	Stockton
Glazer, Steven M.	D	Orinda
Hernandez, Ed O.D.	D	Azusa
Hertzberg, Robert M.	D	Van Nuys
Hill, Jerry	D	San Mateo
Hueso, Ben	D	San Diego
Jackson, Hannah-Beth	D	Santa Barbara
Lara, Ricardo	D	Bell Gardens
Leyva, Connie M.	D	Chino
McGuire, Mike	D	Healdsburg
Mendoza, Tony	D	Artesia
Mitchell, Holly J.	D	Los Angeles
Monning, William W.	D	Carmel
Moorlach, John	R	Costa Mesa
Morrell, Mike L.	R	Rancho Cucamonga
Newman, Josh	D	San Dimas

Nguyen, Janet	R	Garden Grove
Nielsen, Jim W.	R	Gerber
Pan, Richard M.D.	D	Sacramento
Portantino, Anthony	D	La Canada Flintridge
Roth, Richard D.	D	Riverside
Skinner, Nancy	D	Berkeley
Stern, Henry	D	Agoura Hills
Stone, Jeff E.	R	Temecula
Vidak, Andy	R	Hanford
Wieckowski, Bob	D	Fremont
Wiener, Scott	D	San Francisco
Wilk, Scott T.	R	Lancaster

D–Democrat

R–Republican