

AIR QUALITY AND CLIMATE LEGISLATION

2018 ANNUAL SUMMARY

Legislative Office



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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 second 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, or Not Applicable (N/A), where 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 over 2,600 bills and resolutions. CARB's Office of Legislative Affairs tracked 455 bills, and analyzed 122 bills this year. One hundred of the bills tracked (including 40 of the bills analyzed) and having implications for air quality, climate, or government operations were signed into law (chaptered), while thirteen of the tracked bills were vetoed. A listing of all tracked bills that were chaptered or vetoed may be found on pages 119 and 131, 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 151.

In addition to working on legislation, CARB participated in numerous hearings and events. The "Legislative Hearings and Events" section begins on page 179.

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
AJR	Assembly Joint Resolution
Aliso Canyon	Aliso Canyon natural gas storage facility
ASM Budget	Assembly Budget Committee
CAISO	California Independent System Operator
CalEPA	California Environmental Protection Agency
CAL FIRE	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
EV	Electric Vehicle
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse Gas
HOT	High-Occupancy Toll
HOV	High-Occupancy Vehicle
I&M	Inspection and Maintenance
LCTOP	Low Carbon Transit Operations Program
LGBT	Lesbian, Gay, Bisexual, and Transgender
N/A	Not Applicable
NEPA	National Environmental Policy Act
NEV	Neighborhood Electric Vehicle

PACE	Property Assessed Clean Energy
RPS	Renewables Portfolio Standard
SB	Senate Bill
SCA	Senate Constitutional Amendment
SEN B&FR	Senate Budget & Fiscal Review Committee
SGC	Strategic Growth Council
SGIP	Self Generation Incentive Program
SR	Senate Resolution
TAC	Toxic Air Contaminants

BILLS BY SUBJECT

Bills may be listed under more than one subject heading.

ADMINISTRATIVE PROCEDURES

AB 151	Burke	Cap-and-Trade	Dead
AB 520	Harper	Local Restrictions on Coal	Dead
AB 1165	Caballero	Agricultural Sustainability Council	Vetoed
AB 1623	Acosta	CARB	Dead
AB 1967	Patterson	Zero Net Energy Project Budget Requests	Dead
AB 2150	Chen	PACE Program: Composite Report	Dead
AB 2166	Caballero	Agricultural Growth Council	Dead
AB 2192	Stone	State-Funded Research: Grant Requirements	Chapter 296
AB 2251	Melendez	Audit for Duplicative State Programs	Dead
AB 2252	Limón	State Grants: State Grant Administrator	Chapter 318
AB 2475	Ting	State-Owned Property: Sustainable Landscaping	Dead
AB 2671	Fong	Legislative Review and Regulatory Review	Dead
AB 2749	Bonta	State Accessibility and Mobility Standards	Vetoed
AB 2958	Quirk	Teleconference by Advisory Body	Chapter 881
AB 2971	Calderon	Regulatory Review	Dead
SB 181	Berryhill	Repeal of Regulations	Dead
SB 555	Morrell	Regulatory Review and Report	Dead
SB 964	Allen, B.	Retirement Fund: Financial Risk	Chapter 731
SB 1027	Pan	State Employee Survey	Dead
SB 1205	Hill	Gas and Electric Corporations: Reporting	N/A
SB 1396	Galgiani	Accessible State Technology	Dead
SB 1502	SEN EQ	Nonvehicular Air Pollution	Chapter 59

AIR QUALITY/EMISSIONS

AB 483	Bocanegra	Noncommercial Airport Air Monitoring	Dead
AB 498	Harper	Fire Rings	Dead
AB 1097	Levine	State Beaches and Parks: Smoking Ban	Vetoed
AB 1187	Garcia, E.	Crowdsourcing and Citizen Science Act	Dead
AB 1975	Chu	South Bay Interagency Odor Taskforce	Dead
AB 1820	ASM Budget	Public Resources	Dead
AB 2378	Salas	GGRF Report	Dead
AB 2434	Bloom	Health in All Policies Program	Dead
AB 2453	Garcia, E.	Air Pollution: Schools	Chapter 714
AB 2572	Calderon	Pupil Health and Air Quality	Dead
AB 2631	Allen, T.	Affordable Housing: Streamlined Approval	Dead
AB 3107	Baker	Regulatory Authority	Dead
AJR 49	Baker	Federal Clean Air Act	Dead
AJR 50	Reyes	Federal Clean Air Act	Dead
SB 1097	Hueso	Lead Poisoning	Chapter 691
SB 1162	Pan	Air Monitoring	N/A
SB 1144	Dodd	Title V Nonvehicular Air Pollution Penalties	N/A
SB 1377	Wilk	Refinery Air Monitoring Systems	Dead
	Salton Sea		
AB 18	Garcia, E	Salton Sea Air Quality and Habitat Funding	N/A

SB 1277	Hueso	Salton Sea Governance	Dead
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BUDGET

AB 108	ASM Budget	Budget Trailer Bill: Public Resources	N/A
AB 118	ASM Budget	Transportation	Dead
AB 123	ASM Budget	Budget	Dead
AB 125	ASM Budget	Clean Energy Job Creation Program: Schoolbus Funds	Dead
AB 1806	Ting	Budget Act of 2018	Dead
AB 1814	ASM Budget	Clean Air Vehicle Decals	Dead
AB 1817	ASM Budget	Budget Trailer Bill: State Government	Chapter 37
AB 1820	ASM Budget	Public Resources	Dead
AB 1822	ASM Budget	Budget Act of 2018	Dead
SB 93	SEN B&FR	GGRF Appropriations	Dead
SB 99	SEN B&FR	Transportation	Dead
SB 101	SEN B&FR	Charging Infrastructure Market Report	Dead
SB 120	SEN B&FR	Transportation	N/A
SB 840	Mitchell	Budget Act of 2018	Chapter 29
SB 848	SEN B&FR	Budget Act of 2018	Chapter 46
SB 854	SEN B&FR	Public Resources	Chapter 51
SB 856	SEN B&FR	Budget Act of 2018	Chapter 30
SB 862	SEN B&FR	Budget Act of 2018	Chapter 449

CEQA

AB 239	Ridley-Thomas	CEQA: Urbanized Areas	Dead
AB 278	Steinorth	CEQA: Transportation Infrastructure Exemption	Dead
AB 499	Harper	CEQA: Infill Development	Dead
AB 594	Irwin	CEQA: Solar and Wind Energy	Dead
AB 734	Bonta	CEQA: Oakland Sports Project	Chapter 959
AB 987	Kamlager-Dove	CEQA: Sports and Entertainment Project	Chapter 961
AB 1117	Fong	CEQA: Nonenvironmental Impacts	Dead
AB 1579	Daly	CEQA: Vehicle-Miles-Traveled Database	Chapter 452
AB 1683	Burke	Program Report	Dead
AB 1804	Berman	CEQA: Housing Exemption	Chapter 670
AB 1901	Oberholte	CEQA: Roadway Projects Exemption	Dead
AB 1905	Grayson	Judicial Review: Transportation Projects	Dead
AB 2057	Salas	CEQA: Biogas Pipelines Exemption	Dead
AB 2267	Wood	CEQA: Disaster-Stricken Area Exemption	N/A
AB 2341	Mathis	CEQA: Aesthetic Impacts	Chapter 298
AB 2447	Reyes	CEQA: Environmental Justice	Vetoed
AB 2782	Friedman	CEQA	Chapter 193
AB 2856	Melendez	CEQA: Housing Development Projects	Dead
AB 3020	Flora	CEQA: Exemption	Dead
AB 3023	Medina	CEQA	Dead
AB 3030	Caballero	CEQA: Qualified Opportunity Zones	Dead
AB 3099	Santiago	CEQA: Statute of Limitations	Dead
SB 445	Gaines	CEQA: Infill Development	Dead

SB 699	Galgiani	Jobs and Economic Improvement	N/A
SB 771	De León	CEQA: Continuing Education	Dead
SB 789	Bradford	CEQA: Sports & Entertainment Exemption	Dead
SB 948	Allen	CEQA: Community Plans	Dead
SB 1340	Glazer	CEQA: Housing Projects	Dead
SB 1341	Glazer	CEQA: Judicial Review	N/A

CLIMATE CHANGE

AB 311	Mathis	Methane: Dairy and Livestock	Dead
AB 378	Garcia, C.	GHG, Criteria Pollutant, and TAC Emissions	Dead
AB 419	Salas	GHGs: Life-Cycle Emissions Profiles	Dead
AB 438	Caballero	Surface Mining: GHG Emissions	Dead
AB 483	Bocanegra	Noncommercial Airport Air Monitoring	Dead
AB 558	Quirk-Silva	Flexible Fuel Vehicles	Vetoed
AB 943	Santiago	Land Use Regulations: Local Initiatives	Dead
AB 964	Calderon	California Affordable Clean Vehicle Program	Dead
AB 1036	McCarty	Organic Waste: Composting	Dead
AB 1121	Chiu	SF Bay Area Water Emergency Transp. Authority	N/A
AB 1301	Fong	Joint Committee on Climate Change Policies	Dead
AB 1771	Bloom	Regional Housing Needs Assessment	Chapter 989
AB 1981	Limón	CAL FIRE and Compost Workgroup	Chapter 633
AB 2434	Bloom	Health in All Policies Program	Dead
AB 2672	Patterson	AB 32: Wildfires	Dead
AB 2726	Levine	AB 32: Consumption-Based Accounting	Dead
AB 2753	Friedman	Density Bonus Application	Chapter 921
AB 2797	Bloom	Planning and Zoning: Density Bonuses	Chapter 904
AB 2923	Chiu	Transit-Oriented Development	Chapter 1000
AB 2951	Gloria	Commute Benefit Policies	Dead
AB 3070	Carrillo	AB 32	Dead
AB 3113	Fong	AB 32	Dead
ACR 209	Eggman	Compost Awareness Week	Chapter 83
ACR 279	Kalra	Plant-Based Diets	Chapter 213
SB 121	SEN B&FR	Budget Act of 2018	N/A
SB 745	Stern	Vehicle Registration: Environmental Rebates	Dead
SB 827	Wiener	Planning and Zoning: Housing Bonus	Dead
SB 828	Wiener	Land Use: Housing Element	Chapter 974
SB 893	Nguyen	Planning and Zoning: Vehicular Parking Ratio	Dead
SB 1013	Lara	Fluorinated Refrigerants	Chapter 375
SB 1014	Skinner	Clean Miles Standard and Incentive Program	Chapter 369
SB 1072	Leyva	Climate Collaborative: Technical Assistance	Chapter 377
SB 1209	Leyva	AB 32: Rules and Regulations	Dead
SB 1227	Skinner	Density Bonuses	Chapter 937
SB 1350	Stern	Climate Change: Financial Assistance	Dead
SB 1478	Leyva	California Global Warming Solutions Act of 2006	Dead

AB 32 Scoping Plan

SB 521	Leyva	AB 32: Tire Inflation	Dead
SB 1463	Moorlach	AB 32: Scoping Plan	Dead

Cap-and-Trade Regulation

AB 151	Burke	Cap-and-Trade	Dead
AB 378	Garcia, C.	GHG, Criteria Pollutant, and TAC Emissions	Dead
AB 1383	Fong	AB 32: Regulations	Dead
SB 775	Wieckowski	AB 32: Cap-and-Trade Program	Dead

Cap-and-Trade Auction Proceeds

AB 496	Fong	Transportation Funding	Dead
AB 1369	Gray	GGRF: Water Quality and Storage	Dead
AB 1433	Wood	Natural and Working Lands: Uniform Application	N/A
AB 1806	Ting	Budget Act of 2018	Dead
AB 1933	Maienschein	GGRF: Recycling Infrastructure Projects	Chapter 808
AB 1945	Garcia, E.	GGRF Investment Plan	Vetoed
AB 2006	Eggman	Agricultural Worker Vanpool Programs	Chapter 364
AB 2145	Reyes	Heavy-Duty Incentives	Chapter 672
AB 2377	Irwin	Technical Assistance Grant Program	Chapter 868
AB 2378	Salas	GGRF Report	Dead
AB 2470	Grayson	Invasive Species Council of California	N/A
AB 2492	Salas	Medium-Duty Vehicles: Pilot Program	Dead
AB 2551	Wood	Prescribed Burning Operations: Watersheds	Chapter 638
AB 2645	Patterson	GGRF: Forestry and Fire Prevention	Dead
AB 2842	Bigelow	Wood Products	Dead
AB 2851	Grayson	Regional Traffic Signal Optimization	N/A
AB 2877	Mathis	Incentives: Nonemergency Medical Transport	Dead
AB 2885	Rodriguez	Clean Vehicle Rebate Project	Chapter 366
AB 3160	Grayson	Fire Safety	Dead
AB 3201	Daly	Clean Truck, Bus, & Off-Road Vehicle Program	Dead
SB 93	SEN B&FR	GGRF Appropriations	Dead
SB 263	Leyva	Climate Assistance Centers	Dead
SB 775	Wieckowski	AB 32: Cap-and-Trade Program	Dead
SB 840	Mitchell	Budget Act of 2018	Chapter 29
SB 901	Dodd	Wildfires	Chapter 626
SB 962	Allen, B.	AB 32: Replacement Tires	Dead
SB 1403	Lara	Clean Heavy-Duty Vehicle Program	Chapter 370
SB 1072	Leyva	Climate Collaborative: Technical Assistance	Chapter 377
SB 1119	Beall	Low Carbon Transit Operations Program	Chapter 606
SB 1463	Moorlach	AB 32: Scoping Plan	Dead

Climate Adaptation

AB 2528	Bloom	Climate Adaptation	Vetoed
AB 3012	Gallagher	Coastal Climate Change Projects	Chapter 657
AJR 47	Bloom	Climate Change and Coastal Resources	Dead

SB 262	Wieckowski	Climate Adaptation Advisory Council	Dead
SB 1015	Allen	Natural Resources Climate Resiliency Program	Dead
SB 1380	Stern	Climate Adaptation Information Clearinghouse	Dead
SB 1401	Wieckowski	Climate Adaptation Information: Clearinghouse	Dead

Short-Lived Climate Pollutants

AB 311	Mathis	Methane: Dairy and Livestock	Dead
AB 1288	Eggman	Solid Waste Management: Funding	Dead
SB 57	Stern	Natural Gas Storage Moratorium	Dead
SB 1013	Lara	Fluorinated Refrigerants	Chapter 375
SR 125	Lara	Relative to Super Pollutant Reduction Week	Adopted

COMPLIANCE See ENFORCEMENT/PENALTIES

ENERGY

AB 33	Quirk	EV Service Equipment: Rates	N/A
AB 520	Harper	Local Restrictions on Coal	Dead
AB 594	Irwin	CEQA: Solar and Wind Energy	Dead
AB 649	Dahle	Community Choice Aggregators	Dead
AB 655	O'Donnell	Municipal Solid Waste in RPS	Dead
AB 726	Holden	CAISO Regionalization	Dead
AB 813	Holden	CAISO Regionalization	Dead
AB 893	Garcia, E.	RPS: Geothermal Procurement	Dead
AB 914	Mullin	Transmission Planning for Energy Storage	Dead
AB 1198	Dahle	Net Energy Metering	Dead
AB 1573	Bloom	Green Tariff Shared Renewables	N/A
AB 1653	Kiley	Natural Gas Pipeline Safety Act of 2011	Dead
AB 1662	Oberholte	Net Energy Metering	Dead
AB 1879	Santiago	Gas Corporation: Service Connections	Chapter 481
AB 1967	Patterson	Zero Net Energy Project Budget Requests	Dead
AB 2059	Chávez	CPUC: Public Participation	Dead
AB 2063	Aguiar-Curry	PACE Program	Chapter 813
AB 2068	Chu D	Electricity Rates: Public Schools	Chapter 208
AB 2077	Limón	Renewable Energy Self-Generation Program	Dead
AB 2127	Ting	EV Charging Infrastructure: Assessment	Chapter 365
AB 2195	Chau	Natural Gas Leakage	Chapter 371
AB 2208	Aguiar-Curry	RPS Program	Dead
AB 2278	Berman	Renewable Energy Self-Generation Program	Dead
AB 2346	Quirk	Utilities: Wildfire Memorandum Accounts	Vetoed
AB 2515	Reyes	Electrical and Gas Rates	Dead
AB 2569	Arambula	Electricity Rates	Dead
AB 2604	Cunningham	CPUC	Dead
AB 2693	Quirk	Natural Gas-Fired Generating Units	N/A
AB 2695	Ting	Energy Storage Systems	Dead
AB 2787	Quirk	Bulk Energy Storage Procurement	Dead
AB 2809	Patterson	RPS: Hydroelectric Generation Facilities	Dead

AB 2814	Gray	RPS: Hydroelectric Generation Facilities	Dead
AB 2831	Limón	Energy Management Programs	Chapter 590
AB 2886	Daly	Public Utilities: Definition	N/A
AB 3028	Cervantes	Alternative Energy Financing	Dead
AB 3123	Limón	Utilities Owned By Municipal Corporations	Dead
AB 3187	Grayson	Biomethane Rates: Interconnecting	Chapter 598
AB 3202	Burke	RPS: Local Publicly Owned Electric Utilities	Dead
AB 3227	Burke	Natural Gas Pipeline Safety	Dead
AB 3232	Friedman	Zero-Emissions Buildings Assessment	Chapter 373
SB 64	Wieckowski	CAISO Regionalization	Dead
SB 71	Wiener	Solar Energy Systems	N/A
SB 100	De León	100 Percent Clean Energy Act of 2018	Chapter 312
SB 366	Leyva	Green Tariff Shared Renewables Program	Dead
SB 370	Hertzberg	Solar Storms	Dead
SB 433	Mendoza	Zero- and Low-Carbon Hydrogen	Dead
SB 659	Stern	Alternative Energy Financing	Dead
SB 700	Wiener	SGIP Reauthorization	Chapter 839
SB 819	Hill	Electrical and Gas Corporations: Rate Recovery	Vetoed
SB 1000	Lara	Transportation Electrification: Infrastructure	Chapter 368
SB 1028	Hill	Public Utilities: Federal Tax Law Changes	Chapter 411
SB 1088	Dodd	Planning: General Rate Case Cycle	Dead
SB 1090	Monning	Diablo Canyon Nuclear Powerplant	Chapter 561
SB 1110	Bradford	RPS: Local Publicly Owned Electric Utilities	Chapter 605
SB 1131	Hertzberg	Electrical and Gas Utilities: Custom Projects	Chapter 652
SB 1136	Hertzberg	Electricity: Resource Adequacy Requirements	Chapter 851
SB 1256	Morrell	Community Choice Aggregators	Dead
SB 1338	Hueso	Electrical and Gas Corporation Rates	Chapter 518
SB 1339	Stern	Electricity Microgrids	Chapter 566
SB 1347	Stern	Energy Storage System Procurement	Dead
SB 1358	Hueso	CPUC Hearings	Chapter 519
SB 1369	Skinner	Energy: Green Electrolytic Hydrogen	Chapter 567
SB 1374	Hueso	CEC: Integrated Energy Policy Report	Chapter 611
SB 1399	Wiener	Renewable Energy: Shared Renewable Energy Tariffs	Dead
SB 1434	Leyva	Electricity Rate Design for Transit Buses	Dead
SB 1440	Hueso	Energy: Biomethane Procurement	Chapter 739
SB 1487	Stern	Transportation Electrification	N/A
SB 1488	Hernandez	Utilities' Procurement	Dead

Green Buildings and Energy Efficiency

AB 35	Quirk	Building Energy Efficiency	Dead
AB 271	Caballero	PACE Program	Dead
AB 956	Ting	Corner Store Energy Efficiency	Dead
AB 1494	Patterson	Energy Efficiency	Dead
AB 1995	Garcia, E.	Electric And Gas Utilities: Weatherization	Dead
AB 2150	Chen	PACE Program: Composite Report	Dead
AB 2475	Ting	State-Owned Property: Sustainable Landscaping	Dead

AB 3001	Bonta	Zero-Emissions Buildings and Heat Sources	Dead
AB 3232	Friedman	Zero-Emissions Buildings Assessment	Chapter 373
SB 782	Skinner	Energy Data Transparency	Chapter 684
SB 1477	Stern	Low-Emissions Buildings	Chapter 378

Water and Energy Efficiency

AB 2371	Carrillo	Water Use Efficiency: Landscape Irrigation	Chapter 867
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ENFORCEMENT/PENALTIES

AB 2381	Carrillo	Enhanced Certification, Audit, and Compliance	Chapter 713
AB 2564	Rodriguez	Civil Penalties: Glider Vehicles	Chapter 372
AB 3113	Fong	AB 32	Dead
SB 41	Galgiani	Compliance with Truck and Bus Regulation	Dead
SB 101	SEN B&FR	Charging Infrastructure Market Report	Dead
SB 210	Leyva	Heavy-Duty Vehicles I&M Program	Dead
SB 854	SEN B&FR	Public Resources	Chapter 51

ENVIRONMENTAL JUSTICE

AB 577	Caballero	Disadvantaged Communities	Dead
AB 1640	Garcia, E.	Transportation Funding: Low-Income Communities	Dead
AB 1645	Muratsuchi	Hydrogen Fluoride Substitution	Dead
AB 2636	Garcia, E.	Environmental Justice Fund	Dead
SB 263	Leyva	Climate Assistance Centers	Dead
SB 1162	Pan	Air Monitoring	N/A

FORESTRY

AB 425	Caballero	Timber Harvesting Plans: Exemptions	Dead
AB 922	Dahle	Forest Practices: Violations	Dead
AB 1981	Limón	CAL FIRE and Compost Workgroup	Chapter 633
AB 2645	Patterson	GGRF: Forestry and Fire Prevention	Dead
AB 2672	Patterson	AB 32: Wildfires	Dead
AB 2842	Bigelow	Wood Products	Dead
AB 3160	Grayson	Fire Safety	Dead
SB 901	Dodd	Wildfires	Chapter 626
SB 912	Beall	Working Forest Management Plans	N/A
SB 1044	Berryhill	State Responsibility Area Fire Prevention Fees	Dead
SB 1444	Stone	Wildfires	Dead

Prevention

AB 425	Caballero	Timber Harvesting Plans: Exemptions	Dead
AB 1954	Patterson	Timber: Reducing Flammable Materials	Chapter 207
AB 1956	Limón	Fire Prevention Activities: Grant Program	Chapter 632
AB 2091	Grayson	Fire Prevention: Insurance Pool	Chapter 634
AB 2120	Quirk	Wildfire Emissions	Dead
AB 2518	Aguiar-Curry	Innovative Forest Products and Mass Timber	Chapter 637
AB 2551	Wood	Prescribed Burning Operations: Watersheds	Chapter 638

SB 1079	Monning	Forest Resources: Fire Prevention Grants	Chapter 622
SB 1260	Jackson	Fire Prevention: Prescribed Burns	Chapter 624
SB 1463	Moorlach	AB 32: Scoping Plan	Dead

FUELS

SB 57	Stern	Natural Gas Storage: Moratorium	Dead
SB 1074	Moorlach	Motor Vehicle Fuel: Disclosure of Costs	Dead
SB 1440	Hueso	Energy: Biomethane Procurement	Chapter 739

Low Carbon Fuels

AB 558	Quirk-Silva	Flexible Fuel Vehicles	Vetoed
AB 1162	O'Donnell	Low Carbon Fuel Standard	Dead
AB 1374	Salas	Diesel Taxes: Biofuel	Dead
AB 1970	Garcia, E.	Zero Emission Vans	Dead
AB 3000	Friedman	Tax Exemption: Retail Hydrogen Vehicle Fuel	Dead
AB 3165	Friedman	Hydrogen-Fueled Vehicles	Dead
SB 433	Mendoza	Zero- and Low-Carbon Hydrogen	Dead

GOODS MOVEMENT

AB 13	Eggman	Marine Highway: M-580	Dead
AB 123	ASM Budget	Budget	Dead
AB 1141	Berman	Autonomous Vehicles: Freight Transport	Dead

Ports

AB 962	Allen, T.	State Seaport Infrastructure Financing	Dead
AB 2365	Acosta	Emissions Standards: Crane Exemption	Dead
AB 3015	Caballero	State Freight Plan: Marine Terminals	Dead
AB 3079	O'Donnell	California Port Efficiency Program	Dead
SCR 149	Hueso	Green Port Month	Chapter 230

GREENHOUSE GASES See CLIMATE CHANGE and/or ENERGY

HIGH-SPEED RAIL

AB 2530	Melendez	Bonds: Transportation	Dead
AB 2712	Allen, T.	Bonds: High-Speed Passenger Train	Dead
SB 415	Vidak	High-Speed Rail Rights of Way	Dead

INCENTIVE PROGRAMS

AB 123	ASM Budget	Budget	Dead
AB 125	ASM Budget	Clean Energy Job Creation Program: Schoolbus Funds	Dead
AB 193	Cervantes	Zero Emission Assurance Project	Chapter 363
AB 271	Caballero	PACE Program	Dead
AB 964	Calderon	California Affordable Clean Vehicle Program	Dead
AB 1184	Ting	Transportation Network Companies	Chapter 644
AB 1259	Calderon	EV Financing Assistance Program	Dead

AB 1341	Calderon	Clean Vehicles: Income Tax Deduction	Dead
AB 1820	ASM Budget	Public Resources	Dead
AB 1900	Brough	Capital Investment Incentive Program Extension	Chapter 382
AB 2006	Eggman	Agricultural Worker Vanpool Programs	Chapter 364
AB 2145	Reyes	Heavy-Duty Incentives	Chapter 672
AB 2150	Chen	PACE Program: Composite Report	Dead
AB 2252	Limón	State Grants: State Grant Administrator	Chapter 318
AB 2336	Salas	Schoolbuses: Retrofit and Replacement	Dead
AB 2492	Salas	Medium Duty Vehicles: Pilot Program	Dead
AB 2548	Friedman	Commute Benefits: Los Angeles County	Chapter 173
AB 2877	Mathis	Incentives: Nonemergency Medical Transport	Dead
AB 2885	Rodriguez	Clean Vehicle Rebate Project	Chapter 366
AB 2951	Gloria	Commute Benefit Policies	Dead
AB 3201	Daly	Clean Truck, Bus, & Off-Road Vehicle Program	Dead
SB 551	Hueso	California Capital Access Loan Program	Dead
SB 659	Stern	Alternative Energy Financing	Dead
SB 745	Stern	Vehicle Registration: Environmental Rebates	Dead
SB 1072	Leyva	Climate Collaborative: Technical Assistance	Chapter 377
SB 1119	Beall	Low Carbon Transit Operations Program	Chapter 606
SB 1163	Galgiani	Concrete Truck Replacement Program	N/A
SB 1403	Lara	Clean Heavy-Duty Vehicle Program	Chapter 370

Taxes and Fees

AB 1341	Calderon	Clean Vehicles: Income Tax Deduction	Dead
AB 1874	Voepel	Fuel Taxes: Off-Highway Vehicle Trust Fund	Dead
AB 2008	Salas	Income Taxes: Carl Moyer Programs Grants	Dead
AB 2205	Brough	Tax Deduction: Transportation Improvement Fee	Dead
AB 2908	Berman	Tire Recycling: Regulatory Fee	Vetoed
AB 3000	Friedman	Tax Exemption: Retail Hydrogen Vehicle Fuel	Dead
SB 1074	Moorlach	Motor Vehicle Fuel: Disclosure of Costs	Dead
SB 1328	Beall	Mileage-Based Road Usage Fee	Chapter 698
SB 1450	Gaines	Vehicle Weight Fees: Pick-Up Truck Exemption	Dead
SCA 2	Newman	Vehicle Fees and Taxes: Appropriations Limits	Dead
SR 103	Wilk	Relative to Vehicle Miles Traveled Tax	Dead

LAND USE

AB 943	Santiago	Land Use Regulations: Local Initiatives	Dead
AB 1759	McCarty	Public Trust Lands: City of Sacramento	Chapter 250
AB 1771	Bloom	Regional Housing Needs Assessment	Chapter 989
AB 1804	Berman	CEQA: Housing Exemption	Chapter 670
AB 2162	Chiu	Housing Development: Supportive Housing	Chapter 753
AB 2364	Bloom	Density Bonus	N/A
AB 2372	Gloria	Housing Density: Floor Area Ratio Bonus	Chapter 915
AB 2447	Reyes	CEQA: Environmental Justice	Vetoed
AB 2631	Allen, T.	Affordable Housing: Streamlined Approval	Dead
AB 2753	Friedman	Density Bonus Application	Chapter 921

AB 2797	Bloom	Planning and Zoning: Density Bonuses	Chapter 904
AB 2913	Wood	Building Permits Expiration	Chapter 655
AB 3037	Chiu	Community Redevelopment Law of 2018	Dead
SB 196	Canella	Planning and Zoning Law	Dead
SB 789	Bradford	CEQA: Sports & Entertainment Exemption	Dead
SB 827	Wiener	Planning and Zoning: Housing Bonus	Dead
SB 828	Wiener	Land Use: Housing Element	Chapter 974
SB 893	Nguyen	Planning and Zoning: Vehicular Parking Ratio	Dead
SB 1227	Skinner	Density Bonuses	Chapter 937

Natural and Working Lands

AB 922	Dahle	Forest Practices: Violations	Dead
AB 1433	Wood	Natural and Working Lands: Uniform Application	N/A
SB 1015	Allen	Natural Resources Climate Resiliency Program	Dead
SB 1044	Berryhill	State Responsibility Area Fire Prevention Fees	Dead

LOCAL AIR DISTRICTS

AB 302	Gipson	South Coast AQMD: Fleets	Dead
AB 327	Gipson	South Coast AQMD: Fleets	Dead
AB 378	Garcia, C.	GHG, Criteria Pollutant, and TAC Emissions	Dead
AB 498	Harper	Fire Rings	Dead
AB 1645	Muratsuchi	Hydrogen Fluoride Substitution	Dead
SB 1144	Dodd	Title V Nonvehicular Air Pollution Penalties	N/A
SB 1502	SEN EQ	Nonvehicular Air Pollution	Chapter 59

LOW EMISSION VEHICLES See MOTOR VEHICLES

MOTOR VEHICLES

AB 345	Caballero	Vehicle Emission Regulations: Exemption	Dead
AB 476	Gipson	Heavy-Duty Vehicles: Weight Classifications	Dead
AB 1152	Dahle	Vehicles: Motor Carriers	Dead
AB 1745	Ting	Vehicles: Clean Cars 2040 Act	Dead
AB 2061	Frazier	Vehicle Weight Limit Extension	Chapter 580
AB 2224	Mullin	Vehicles: Narrow Track Vehicles	Dead
AB 2381	Carrillo	Enhanced Certification, Audit, and Compliance	Chapter 713
AB 2492	Salas	Medium-Duty Vehicles: Pilot Program	Dead
AB 2506	Burke	State Vehicle Fleet: Near-Zero Emission Vehicles	Dead
AB 2940	Caballero	Diesel-Fueled Commercial Vehicle Emissions	Dead
AB 3102	Gray	Heavy-Duty Motor Vehicles	N/A
SB 210	Leyva	Heavy-Duty Vehicles I&M Program	Dead
SB 521	Leyva	AB 32: Tire Inflation	Dead
SB 638	Leyva	Heavy-Duty Vehicle I&M Program	Dead
SB 660	Newman	Aftermarket Parts Certification Funding	Dead
SB 713	Anderson	Tanner Consumer Protection Act	Dead
SB 962	Allen	AB 32: Replacement Tires	Dead
SB 1141	Wilk	Consumer Protection	Dead

SB 1267	Nielsen	Automotive Fuels and Products	Dead
SB 1450	Gaines	Vehicle Weight Fees: Pick-Up Truck Exemption	Dead

Autonomous Vehicles/Ridesharing

AB 87	Ting	Autonomous Vehicles	Chapter 667
AB 399	Grayson	Autonomous Vehicles: Pilot Project	Dead
AB 623	Rodriguez	Autonomous Vehicles: Accident Reporting	Dead
AB 1141	Berman	Autonomous Vehicles: Freight Transport	Dead
AB 1160	Bonta	Autonomous Vehicles	Dead
AB 2638	Gray	Autonomous Vehicles	Dead
AB 3106	Nazarian	Autonomous Vehicles	Dead
AB 3132	Chau	Autonomous Vehicles	Dead
SB 251	Cannella	Autonomous Vehicles: Pilot Project	Dead
SB 369	Hertzberg	Autonomous Vehicles	Dead
SB 936	Allen	Automated Vehicles Smart Planning Task Force	Dead
SB 1184	Pan	Sacramento Autonomous Vehicle Pilot Project	Dead
SB 1342	Cannella	Autonomous Vehicles	Dead

EV Infrastructure

AB 33	Quirk	EV Service Equipment: Rates	N/A
AB 91	Cervantes	HOV Lanes	Chapter 468
AB 1796	Muratsuchi	Charging Stations: Rental Property	Chapter 163
AB 2127	Ting	EV Charging Infrastructure: Assessment	Chapter 365
AB 2806	Obernolte	EV Charging Station Violations: Exceptions	Dead
AB 3000	Friedman	Tax Exemption: Retail Hydrogen Vehicle Fuel	Dead
AB 3156	Mullin	EV Charging Stations	Dead
AB 3165	Friedman	Hydrogen-Fueled Vehicles	Dead
SB 101	SEN B&FR	Charging Infrastructure Market Report	Dead
SB 1000	Lara	Transportation Electrification: Infrastructure	Chapter 368
SB 1016	Allen	Common Interest Developments: EV Meters	Chapter 376

High-Occupancy Vehicle Lanes and High-Occupancy Toll Lanes

AB 91	Cervantes	HOV Lanes	Chapter 468
AB 1814	ASM Budget	Clean Air Vehicle Decals	Dead
AB 2865	Chiu	HOT Lanes: Highway 101	Chapter 501
SB 264	Nguyen	HOT Lanes: Orange County	Dead
SB 848	SEN B&FR	Budget Act of 2018	Chapter 46
SB 980	Cannella	HOV Lanes	Dead
SB 957	Lara	HOV Lanes: Vehicle Exemption	Chapter 367
SB 1427	Hill	HOV and HOT Lanes	N/A

Low Emission Vehicles and Zero Emission Vehicles

AB 123	ASM Budget	Budget	Dead
AB 302	Gipson	South Coast AQMD: Fleets	Dead
AB 327	Gipson	South Coast AQMD: Fleets	Dead
AB 558	Quirk-Silva	Flexible Fuel Vehicles	Vetoed

AB 964	Calderon	California Affordable Clean Vehicle Program	Dead
AB 1259	Calderon	EV Financing Assistance Program	Dead
AB 1341	Calderon	Clean Vehicles: Income Tax Deduction	Dead
AB 1970	Garcia, E.	Zero Emission Vans	Dead
AB 2061	Frazier	Vehicle Weight Limit Extension	Chapter 580
AB 2407	Ting	Lithium-Ion Vehicle Batteries: Advisory Group	Dead
AB 2506	Burke	State Vehicle Fleet: Near-Zero Emission Vehicles	Dead
AB 2832	Dahle	Lithium-Ion Car Battery Recycling	Chapter 822
HR 117	Muratsuchi	Plug-In Electric Vehicle Driver Bill of Rights	Dead
SB 745	Stern	Vehicle Registration: Environmental Rebates	Dead
SB 1151	Bates	Neighborhood Electric Vehicles	Chapter 564

Public Transit

AB 125	ASM Budget	Clean Energy Job Creation Program: Schoolbus Funds	Dead
AB 709	McCarty	Sacramento Regional Transit District	Chapter 522
AB 1121	Chiu	SF Bay Area Water Emergency Transp. Authority	N/A
AB 1652	Kalra	Public Transportation	N/A
AB 1970	Garcia, E.	Zero Emission Vans	Dead
AB 2304	Holden	Reduced Fare Transit Pass Programs: Report	Dead
AB 2548	Friedman	Commute Benefits: Los Angeles County	Chapter 173
AB 2923	Chiu	Transit-Oriented Development	Chapter 1000
AB 3059	Bloom	Go Zone Demonstration Programs	Dead
SB 1048	Allen, B.	Intercity Rail Service: Feeder Buses	Dead
SB 1119	Beall	Low Carbon Transit Operations Program	Chapter 606
SB 1434	Leyva	Electricity Rate Design for Transit Buses	Dead

Registration Fees

AB 1	Frazier	Transportation Funding	Dead
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Smog Check

AB 3097	Salas	Smog Check: Report	Dead
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OIL AND GAS PRODUCTION

AB 1653	Kiley	Natural Gas Pipeline Safety Act of 2011	Dead
AB 1775	Muratsuchi	State Lands Leasing: Oil and Gas	Chapter 310
AB 1980	Quirk	Statute of Limitations: Extension	Dead
AB 2195	Chau	Natural Gas Leakage	Chapter 371
AB 2534	Limón	Oil and Gas	N/A
AB 2902	ASM ES&TM	Hazardous Substances	Chapter 721
AB 3146	Holden	Oil and Gas Records and Testing Requirements	Dead
AB 3182	Cooley	Oil and Gas: Well Abandonment	Dead
AJR 29	Limón	Oil and Gas: Offshore Drilling Operations	Chapter 19
SB 57	Stern	Natural Gas Storage Moratorium	Dead
SB 308	Wieckowski	Oil and Gas Definitions	Dead
SB 465	Jackson	Oil and Gas Supervisor	N/A
SB 588	Hertzberg	Environmental Impacts of Rigs-to-Reefs	Dead

SB 834	Jackson	State Lands Leasing: Oil and Gas	Chapter 309
SB 1489	Stern	Oil and Gas Inspection	N/A
SR 73	McGuire	New Offshore Oil and Gas Leasing	Adopted

Aliso Canyon

SB 1370	Stern	Aliso Canyon	Dead
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PENALTIES See ENFORCEMENT/PENALTIES

PORTS See GOODS MOVEMENT

REPORTS See ADMINISTRATIVE PROCEDURES

TOXICS

AB 1645	Muratsuchi	Hydrogen Fluoride Substitution	Dead
AB 2407	Ting	Lithium-Ion Vehicle Batteries: Advisory Group	Dead
AB 2832	Dahle	Lithium-Ion Car Battery Recycling	Chapter 822
AB 2902	ASM ES&TM	Hazardous Substances	Chapter 721
SB 377	Monning	Lead-Based Paint	Dead
SB 835	Glazer	State Parks: Smoking Ban	Vetoed
SB 836	Glazer	State Beaches: Smoking Ban	Vetoed
SB 1144	Dodd	Title V Nonvehicular Air Pollution Penalties	N/A
SB 1330	Fuller	Toxic Air Contaminants	Dead
SB 1445	Stone	Hazardous Waste	Dead

Diesel Emissions

AB 2145	Reyes	Heavy-Duty Incentives	Chapter 672
AB 2492	Salas	Medium-Duty Vehicles: Pilot Program	Dead
AB 2564	Rodriguez	Civil Penalties: Glider Vehicles	Chapter 372
AB 2940	Caballero	Diesel-Fueled Commercial Vehicle Emissions	Dead
SB 41	Galgiani	Compliance with Truck and Bus Regulation	Dead
SB 210	Leyva	Heavy-Duty Vehicles I&M Program	Dead
SB 638	Leyva	Heavy-Duty Vehicles I&M Program	Dead
SB 715	Delgado	Exemption: In-Use Off-Road Diesel Regulation	Dead

TRANSPORTATION INFRASTRUCTURE FUNDING

AB 1	Frazier	Transportation Funding	Dead
AB 118	ASM Budget	Transportation	Dead
AB 123	ASM Budget	Budget	Dead
AB 287	Holden	State Highway Route 710	Dead
AB 496	Fong	Transportation Funding	Dead
AB 962	Allen, T.	State Seaport Infrastructure Financing	Dead
AB 1041	Levine	Transportation	N/A
AB 1288	Eggman	Solid Waste Management: Funding	Dead
AB 1561	Quirk-Silva	Infrastructure: Logistic Hubs	Chapter 313
AB 1756	Brough	Transportation Funding	Dead

AB 1866	Fong	Transportation Funding	Dead
AB 1874	Voepel	Fuel Taxes: Off-Highway Vehicle Trust Fund	Dead
AB 2205	Brough	Tax Deduction: Transportation Improvement Fee	Dead
AB 2206	Brough	Vehicles: Registration Information	Dead
AB 2418	Mullin	Smart Cities Challenge Grant Program	Dead
AB 2530	Melendez	Bonds: Transportation	Dead
AB 2712	Allen, T.	Bonds: High-Speed Passenger Train	Dead
AB 3037	Chiu	Community Redevelopment Law of 2018	Dead
ACA 21	Mayes	Infrastructure Investment Fund	Dead
ACA 32	Brough	Motor Vehicle Fuel and Vehicle Operation Taxes	Dead
SB 414	Vidak	Transportation Bonds: Highway and Road Projects	Dead
SB 961	Allen	Infrastructure Financing Districts	Chapter 559
SCA 2	Newman	Vehicle Fees & Taxes: Appropriations Limits	Dead

TRANSPORTATION PLANNING

AB 278	Steinorth	CEQA: Transportation Infrastructure Exemption	Dead
AB 870	Levine	Transportation Program Guidelines	N/A
AB 1121	Chiu	SF Bay Area Water Emergency Transp. Authority	N/A
AB 1184	Ting	Transportation Network Companies	Chapter 644
AB 1233	Cunningham	Transportation Inspector General	Dead
AB 1579	Daly	CEQA: Vehicle-Miles-Traveled Database	Dead
AB 1640	Garcia, E.	Transportation Funding: Low-Income Communities	Dead
AB 1905	Grayson	Judicial Review: Transportation Projects	Dead
AB 2246	Friedman	Personal Vehicle Sharing Programs	Dead
AB 2851	Grayson	Regional Traffic Signal Optimization	N/A
AB 3059	Bloom	Go Zone Demonstration Programs	Dead
AB 3119	Gonzalez-Fletcher	Airport Mobility and Sustainability Plan	Dead
ACA 21	Mayes	Infrastructure Investment Fund	Dead
SB 196	Canella	Planning and Zoning Law	Dead
SB 414	Vidak	Transportation Bonds: Highway & Road Projects	Dead
SB 760	Wiener	Active Transportation Funding: Complete Streets	N/A
SB 1014	Skinner	Clean Miles Standard and Incentive Program	Chapter 369

WASTE MANAGEMENT

AB 1036	McCarty	Organic Waste: Composting	Dead
AB 1663	Garcia, C.	Lead-Acid Batteries	N/A
AB 1933	Maienschein	GGRF: Recycling Infrastructure Projects	Chapter 808

WATER

AB 577	Caballero	Disadvantaged Communities	Dead
AB 594	Irwin	CEQA: Solar & Wind Energy	Dead
AB 1369	Gray	GGRF: Water Quality and Storage	Dead

MISCELLANEOUS

AB 2110	Eggman	Electronics: Right to Repair Act	Dead
AB 2211	Limón	California Green Business Program	Dead

SB 49	De León	Environmental Defense Act	Dead
SB 588	Hertzberg	Environmental Impacts of Rigs-to-Reefs	Dead

BILLS BY AUTHOR

ASSEMBLY

ACOSTA

AB 1623	CARB	Dead
AB 2365	Emissions Standards: Crane Exemption	Dead

AGUIAR-CURRY

AB 2063	PACE Program	Chapter 813
AB 2208	RPS Program	Dead
AB 2518	Innovative Forest Products and Mass Timber	Chapter 637

ALLEN, T

AB 962	State Seaport Infrastructure Financing	Dead
AB 2631	Affordable Housing: Streamlined Approval	Dead
AB 2712	Bonds: High-Speed Rail	Dead

ARAMBULA

AB 2569	Electricity Rates	Dead
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BAKER

AB 3107	Regulatory Authority	Dead
AJR 49	Federal Clean Air Act	Dead

BERMAN

AB 1141	Autonomous Vehicles: Freight Transport	Dead
AB 1804	CEQA: Housing Exemption	Chapter 670
AB 2278	Renewable Energy Self-Generation Program	Dead
AB 2908	Tire Recycling: Regulatory Fee	Vetoed

BIGELOW

AB 2842	Wood Products	Dead
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BLOOM

AB 1573	Green Tariff Shared Renewables Program	N/A
AB 1771	Regional Housing Needs Assessment	Chapter 989
AB 2364	Density Bonus	N/A
AB 2434	Health in All Policies Program	Dead
AB 2528	Climate Adaptation	Vetoed
AB 2797	Planning and Zoning: Density Bonuses	Chapter 904
AB 3059	Go Zone Demonstration Programs	Dead
AJR 47	Climate Change and Coastal Resources	Dead

BOCANEGRA

AB 483	Noncommercial Airport Air Monitoring	Dead
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BONTA

AB 734	CEQA: Oakland Sports Project	Chapter 959
AB 1160	Autonomous Vehicles	Dead
AB 2749	State Accessibility and Mobility Standards	Vetoed
AB 3001	Zero-Emissions Buildings and Heat Sources	Dead

BROUGH

AB 1756	Transportation Funding	Dead
AB 1900	Capital Investment Incentive Program Extension	Chapter 382
AB 2205	Tax Deduction: Transportation Improvement Fee	Dead
AB 2206	Vehicles: Registration Information	Dead
ACA 32	Motor Vehicle Fuel And Vehicle Operation Taxes	Dead

BURKE

AB 151	Cap-and-Trade	Dead
AB 345	Vehicle Emission Regulations: Exemption	Dead
AB 1683	Program Report	Dead
AB 2506	State Vehicle Fleet: Near-Zero Emission Vehicles	Dead
AB 3202	RPS: Local Publicly Owned Electric Utilities	Dead
AB 3227	Natural Gas Pipeline Safety	Dead

CABALLERO

AB 271	PACE Program	Dead
AB 438	Surface Mining: GHG Emissions	Dead
AB 577	Disadvantaged Communities	Dead
AB 1165	Agricultural Sustainability Council	Vetoed
AB 2166	Agricultural Growth Council	Dead
AB 2940	Diesel-Fueled Commercial Vehicle Emissions	Dead
AB 3015	State Freight Plan: Marine Terminals	Dead
AB 3030	CEQA: Qualified Opportunity Zones	Dead

CALDERON

AB 964	California Affordable Clean Vehicle Program	Dead
AB 1259	EV Financing Assistance Program	Dead
AB 1341	Clean Vehicles: Income Tax Deduction	Dead
AB 2572	Pupil Health and Air Quality	Dead
AB 2971	Regulatory Review	Dead

CARRILLO

AB 2371	Water Use Efficiency: Landscape Irrigation	Chapter 867
AB 2381	Enhanced Certification, Audit, and Compliance	Chapter 713
AB 3070	AB 32	Dead

CERVANTES

AB 91	HOV Lanes	Chapter 468
AB 193	Zero Emission Assurance Project	Chapter 363

AB 3028	Alternative Energy Financing	Dead
CHAU		
AB 2195	Natural Gas Leakage	Chapter 371
AB 3132	Autonomous Vehicles	Dead
CHÁVEZ		
AB 2059	CPUC: Public Participation	Dead
CHEN		
AB 2150	PACE Program: Composite Report	Dead
CHIU		
AB 1121	SF Bay Area Water Emergency Transp. Authority	N/A
AB 2162	Housing Development: Supportive Housing	Chapter 753
AB 2865	HOT Lanes: Highway 101	Chapter 501
AB 2923	Transit-Oriented Development	Chapter 1000
AB 3037	Community Redevelopment Law of 2018	Dead
CHU		
AB 1975	South Bay Interagency Odor Task Force	Dead
AB 2068	Electricity Rates: Public Schools	Chapter 208
COOLEY		
AB 3182	Oil and Gas: Well Abandonment	Dead
CUNNINGHAM		
AB 1233	Transportation Inspector General	Dead
AB 2604	CPUC	Dead
DAHLE		
AB 649	Community Choice Aggregators	Dead
AB 922	Forest Practices: Violation	Dead
AB 1152	Vehicles: Motor Carriers	Dead
AB 1198	Net Energy Metering	Dead
AB 2832	Lithium-Ion Car Battery Recycling	Chapter 822
DALY		
AB 1579	CEQA: Vehicle-Miles-Traveled Database	Dead
AB 2886	Public Utilities: Definition	N/A
AB 3201	Clean Truck, Bus, & Off-Road Vehicle & Equipment Technology	Dead
EGGMAN		
AB 13	Marine Highway: M-580	Dead
AB 1288	Solid Waste Management: Funding	Dead

AB 2006	Agricultural Worker Vanpool Programs	Chapter 364
AB 2110	Electronics: Right to Repair Act	Dead
ACR 209	Compost Awareness Week	Chapter 83
FLORA		
AB 3020	CEQA: Exemption	Dead
FONG		
AB 496	Transportation Funding	Dead
AB 1117	CEQA: Nonenvironmental Impacts	Dead
AB 1301	Joint Committee on Climate Change Policies	Dead
AB 1383	AB 32: Regulations	Dead
AB 1866	Transportation Funding	Dead
AB 2671	Legislative Review and Regulatory Review	Dead
AB 3113	AB 32	Dead
FRAZIER		
AB 1	Transportation Funding	Dead
AB 2061	Vehicle Weight Limit Extension	Chapter 580
FRIEDMAN		
AB 2246	Personal Vehicle Sharing Programs	Dead
AB 2548	Commute Benefits: Los Angeles County	Chapter 173
AB 2753	Density Bonus Application	Chapter 921
AB 2782	CEQA	Chapter 193
AB 3000	Tax Exemption: Retail Hydrogen Vehicle Fuel	Dead
AB 3165	Hydrogen-Fueled Vehicles	Dead
AB 3232	Zero-Emissions Buildings Assessment	Chapter 373
GALLAGHER		
AB 3012	Coastal Climate Change Projects	Chapter 657
GARCIA, C		
AB 378	GHG, Criteria Air Pollutants, and TAC Emissions	Dead
AB 1663	Lead-Acid Batteries	N/A
GARCIA, E		
AB 18	Salton Sea Air Quality and Habitat Funding	N/A
AB 893	RPS: Geothermal Procurement	Dead
AB 1187	Crowdsourcing and Citizen Science Act	Dead
AB 1640	Transportation Funding: Low-Income Communities	Dead
AB 1945	GGRF: Investment Plan	Vetoed
AB 1970	Zero Emission Vans	Dead
AB 1995	Electric and Gas Utilities: Weatherization	Dead
AB 2453	Air Pollution: Schools	Chapter 714
AB 2636	Environmental Justice Fund	Dead

GIPSON		
AB 302	South Coast AQMD: Fleets	Dead
AB 327	South Coast AQMD: Fleets	Dead
AB 476	Heavy-Duty Vehicles: Weight Classifications	Dead
GLORIA		
AB 2372	Housing Density: Floor Area Ratio Bonus	Chapter 915
AB 2951	Commute Benefit Policies	Dead
GONZALEZ FLETCHER		
AB 3119	Airport Mobility and Sustainability Plan	Dead
GRAY		
AB 1369	GGRF: Water Quality and Storage	Dead
AB 2638	Autonomous Vehicles	Dead
AB 2814	RPS: Hydroelectric Generation Facilities	Dead
AB 3102	Heavy-Duty Motor Vehicles	N/A
GRAYSON		
AB 399	Autonomous Vehicles: Pilot Project	Dead
AB 1905	Judicial Review: Transportation Projects	Dead
AB 2091	Fire Prevention: Insurance Pool	Chapter 634
AB 2470	Invasive Species Council of California	N/A
AB 2851	Regional Traffic Signal Optimization	N/A
AB 3160	Fire Safety	Dead
AB 3187	Biomethane Rates: Interconnecting	Chapter 598
HARPER		
AB 498	Fire Rings	Dead
AB 499	CEQA: Infill Development	Dead
AB 520	Local Restrictions on Coal	Dead
HOLDEN		
AB 287	State Highway Route 710	Dead
AB 726	CAISO Regionalization	Dead
AB 813	CAISO Regionalization	Dead
AB 2304	Reduced Fare Transit Pass Programs: Report	Dead
AB 3146	Oil and Gas Records and Testing Requirements	Dead
IRWIN		
AB 594	CEQA: Solar and Wind Energy	Dead
AB 2377	Technical Assistance Grant Program	Chapter 868
KALRA		
AB 1652	Public Transportation	N/A

ACR 279	Plant-Based Diets	Chapter 213
KAMLAGER-DOVE		
AB 987	CEQA: Sports and Entertainment Project	Chapter 961
KILEY		
AB 1653	Natural Gas Pipeline Safety Act of 2011	Dead
LEVINE		
AB 870	Transportation Program Guidelines	N/A
AB 1041	Transportation	N/A
AB 1097	State Beaches and Parks: Smoking Ban	Vetoed
AB 2726	AB 32: Consumption-Based Accounting	Dead
LIMÓN		
AB 1956	Fire Prevention Activities: Grant Program	Chapter 632
AB 1981	CAL FIRE and Compost Workgroup	Chapter 633
AB 2077	Renewable Energy Self-Generation Program	Dead
AB 2211	California Green Business Program	Dead
AB 2252	State Grants: State Grant Administrator	Chapter 318
AB 2534	Oil and Gas	N/A
AB 2831	Energy Management Programs	Chapter 590
AB 3123	Utilities Owned By Municipal Corporations	Dead
AJR 29	Oil and Gas: Offshore Drilling Operations	Chapter 19
MAIENSCHEIN		
AB 1933	GGRF: Recycling Infrastructure Projects	Chapter 808
MATHIS		
AB 311	Methane: Dairy and Livestock	Dead
AB 2877	Incentives: Nonemergency Medical Transport	Dead
MAYES		
ACA 21	Infrastructure Investment Fund	Dead
MCCARTY		
AB 709	Sacramento Regional Transit District	Chapter 522
AB 1036	Organic Waste: Composting	Dead
AB 1759	Public Trust Lands: City of Sacramento	Chapter 250
MEDINA		
AB 3023	CEQA	Dead
MELENDEZ		
AB 2251	Audit for Duplicative State Programs	Dead
AB 2530	Bonds: Transportation	Dead

AB 2856	CEQA: Housing Development Projects	Dead
MULLIN		
AB 914	Transmission Planning for Energy Storage	Dead
AB 2418	Smart Cities Challenge Grant Program	Dead
AB 3156	EV Charging Stations	Dead
MURATSUCHI		
AB 1645	Hydrogen Fluoride Substitution	Dead
AB 1775	State Lands Leasing: Oil and Gas	Chapter 310
AB 1796	Charging Stations: Rental Property	Chapter 163
HR 117	Plug-In Electric Vehicle Driver Bill of Rights	Dead
NAZARIAN		
AB 3106	Autonomous Vehicles	Dead
OBERNOLTE		
AB 1662	Net Energy Metering	Dead
AB 1901	CEQA: Roadway Projects Exemption	Dead
AB 2806	EV Charging Station Violations: Exceptions	Dead
O'DONNELL		
AB 655	Municipal Solid Waste in RPS	Dead
AB 1162	Low Carbon Fuel Standard	Dead
AB 3079	California Port Efficiency Program	Dead
PATTERSON		
AB 1494	Energy Efficiency	Dead
AB 1954	Timber: Reducing Flammable Materials	Chapter 207
AB 1967	Zero Net Energy Project Budget Requests	Dead
AB 2645	GGRF: Forestry and Fire Prevention	Dead
AB 2672	AB 32: Wildfires	Dead
AB 2809	RPS: Hydroelectric Generation Facilities	Dead
QUIRK		
AB 33	EV Service Equipment Rates	N/A
AB 35	Building Energy Efficiency	Dead
AB 1980	Statute of Limitations: Extension	Chapter 141
AB 2120	Wildfire Emissions	Dead
AB 2346	Utilities: Wildfire Memorandum Accounts	Vetoed
AB 2693	Natural Gas-Fired Generating Units	N/A
AB 2787	Bulk Energy Storage Procurement	Dead
AB 2958	Teleconference by Advisory Body	Chapter 881
QUIRK-SILVA		
AB 558	Flexible Fuel Vehicles	Vetoed

AB 1561	Infrastructure: Logistic Hubs	Chapter 313
REYES		
AB 2145	Heavy-Duty Incentives	Chapter 672
AB 2447	CEQA: Environmental Justice	Vetoed
AB 2515	Electricity and Gas Rates	Dead
AJR 50	Federal Clean Air Act	Dead
RIDLEY-THOMAS		
AB 239	CEQA: Urbanized Areas	Dead
RODRIGUEZ		
AB 623	Autonomous Vehicles: Accident Reporting	Dead
AB 2564	Civil Penalties: Glider Vehicles	Chapter 372
AB 2885	Clean Vehicle Rebate Project	Chapter 366
SALAS		
AB 419	GHGs: Life-Cycle Emissions Profiles	Dead
AB 1374	Diesel Taxes: Biofuel	Dead
AB 2008	Income Taxes: Carl Moyer Programs Grants	Dead
AB 2057	CEQA: Biogas Pipelines Exemption	Dead
AB 2336	Schoolbuses: Retrofit and Replacement	Dead
AB 2378	GGRF Report	Dead
AB 2492	Medium-Duty Vehicles: Pilot Program	Dead
AB 3097	Smog Check: Report	Dead
SANTIAGO		
AB 943	Land Use Regulations: Local Initiatives	Dead
AB 1879	Gas Corporation: Service Connections	Chapter 481
AB 3099	CEQA: Statute Of Limitations	Dead
STEINORTH		
AB 278	CEQA: Transportation Infrastructure Exemption	Dead
STONE, M.		
AB 2192	State-Funded Research: Grant Requirements	Chapter 296
TING		
AB 87	Autonomous Vehicles	Chapter 667
AB 956	Corner Store Energy Efficiency	Dead
AB 1184	Transportation Network Companies	Chapter 644
AB 1745	Vehicles: Clean Cars 2040 Act	Dead
AB 1806	Budget Act of 2018	Dead
AB 2127	EV Charging Infrastructure: Assessment	Chapter 365
AB 2407	Lithium-Ion Vehicle Batteries: Advisory Group	Dead
AB 2475	State-Owned Property: Sustainable Landscaping	Dead

AB 2695	Energy Storage Systems	Dead
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VOEPEL

AB 1874	Fuel Taxes: Off-Highway Vehicle Trust Fund	Dead
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WOOD

AB 1433	Natural and Working Lands: Uniform Application	N/A
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AB 2267	CEQA: Disaster-Stricken Area Exemption	N/A
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AB 2551	Prescribed Burning Operations: Watersheds	Chapter 638
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AB 2913	Building Permits Expiration	Chapter 655
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ASSEMBLY BUDGET COMMITTEE

AB 108	Budget Trailer Bill: Public Resources	N/A
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AB 118	Transportation	Dead
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AB 123	Budget	Dead
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AB 125	Clean Energy Job Creation Program: Schoolbus Funding	Dead
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AB 1814	Clean Air Vehicle Decals	Dead
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AB 1817	Budget Trailer Bill: State Government	Chapter 37
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AB 1820	Public Resources	Dead
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AB 1822	Budget Act of 2018	Dead
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ASSEMBLY COMMITTEE ON ENVIRONMENTAL SAFETY & TOXIC MATERIALS

AB 2902	Hazardous Substances	Chapter 721
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SENATE

ALLEN, B.

SB 936	Automated Vehicles Smart Planning Task Force	Dead
SB 948	CEQA: Community Plans	Dead
SB 961	Infrastructure Financing Districts	Chapter 559
SB 962	AB 32: Replacement Tires	Dead
SB 964	Retirement Funds: Financial Risk	Chapter 731
SB 1015	Natural Resources Climate Resiliency Program	Dead
SB 1016	Common Interest Developments: EV Meters	Chapter 376
SB 1048	Intercity Rail Service: Feeder Buses	Dead

ANDERSON

SB 713	Tanner Consumer Protection Act	Dead
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BATES

SB 1151	Neighborhood Electric Vehicles	Chapter 564
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BEALL

SB 912	Working Forest Management Plans	N/A
SB 1119	Low Carbon Transit Operations Program	Chapter 606
SB 1328	Mileage-Based Road Usage Fee	Chapter 698

BERRYHILL

SB 181	Repeal of Regulations	Dead
SB 1044	State Responsibility Area Fire Prevention Fees	Dead

BRADFORD

SB 789	CEQA: Sports and Entertainment Project	Dead
SB 1110	RPS: Local Publicly Owned Electric Utilities	Chapter 605

CANNELLA

SB 196	Planned and Zoning Law	Dead
SB 251	Autonomous Vehicles: Pilot Project	Dead
SB 980	HOV Lanes	Dead
SB 1342	Autonomous Vehicles	Dead

DE LEÓN

SB 49	Environmental Defense Act	Dead
SB 100	100 Percent Clean Energy Act of 2018	Chapter 312
SB 771	CEQA: Continuing Education	Dead

DELGADO

SB 715	Exemption: In-Use Off-Road Diesel Regulation	Vetoed
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DODD

SB 901	Wildfires	Chapter 626
SB 1088	Planning: General Rate Case Cycle	Dead
SB 1144	Title V Nonvehicular Air Pollution Penalties	N/A

FULLER

SB 1330	Toxic Air Contaminants	Dead
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GAINES

SB 445	CEQA: Infill Development	Dead
SB 1450	Vehicle Weight Fees: Pick-Up Truck Exemption	Dead

GALGIANI

SB 41	Compliance with Truck and Bus Regulation	Dead
SB 699	Jobs and Economic Improvement	N/A
SB 1163	Concrete Truck Replacement Program	N/A
SB 1396	Accessible State Technology	Dead

GLAZER

SB 835	State Parks: Smoking Ban	Vetoed
SB 836	State Beaches: Smoking Ban	Vetoed
SB 1340	CEQA: Housing Projects	Dead
SB 1341	CEQA: Judicial Review	Dead

HERNANDEZ

SB 1488	Utilities' Procurement	Dead
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HERTZBERG

SB 369	Autonomous Vehicles	Dead
SB 370	Solar Storms	Dead

SB 588	Environmental Impacts of Rigs-to-Reefs	Dead
SB 1131	Electric and Gas Utilities: Custom Projects	Chapter 562
SB 1136	Electricity: Resource Adequacy Requirements	Chapter 851
 HILL		
SB 819	Electrical and Gas Corporations: Rate Recovery	Vetoed
SB 1028	Public Utilities: Federal Tax Law Changes	Chapter 411
SB 1205	Gas and Electric Corporations: Reporting	N/A
SB 1427	HOV and HOT Lanes	N/A
 HUESO		
SB 551	California Capital Access Loan Program	Dead
SB 1097	Lead Poisoning	Chapter 691
SB 1277	Salton Sea Governance	Dead
SB 1338	Electrical and Gas Corporation Rates	Chapter 518
SB 1358	CPUC Hearings	Chapter 519
SB 1374	CEC: Integrated Energy Policy Report	Chapter 611
SB 1440	Energy: Biomethane Procurement	Chapter 739
SCR 149	Green Port Month	Chapter 230
 JACKSON		
SB 465	Oil and Gas Supervisor	N/A
SB 834	State Lands Leasing: Oil and Gas	Chapter 309
SB 1260	Fire Prevention: Prescribed Burns	Chapter 624
 LARA		
SB 957	HOV Lanes: Vehicle Exemption	Chapter 367
SB 1000	Transportation Electrification: Infrastructure	Chapter 368
SB 1013	Fluorinated Refrigerants	Chapter 375
SB 1403	Clean Heavy-Duty Vehicle Program	Chapter 370
SR 125	Relative to Super Pollutant Reduction Week	Adopted
 LEYVA		
SB 210	Heavy-Duty Vehicles I&M Program	Dead
SB 263	Climate Assistance Centers	Dead
SB 366	Green Tariff Shared Renewables Program	Dead
SB 521	AB 32: Tire Inflation	Dead
SB 638	Heavy-Duty Vehicles I&M Program	Dead

SB 1072	Climate Collaborative: Technical Assistance	Chapter 377
SB 1209	AB 32: Rules and Regulations	Dead
SB 1434	Electricity Rate Design for Transit Buses	Dead
SB 1478	Global Warming Solutions Act of 2006	Dead
MENDOZA		
SB 433	Zero- and Low-Carbon Hydrogen	Dead
McGUIRE		
SR 73	New Offshore Oil and Gas Leasing	Adopted
MITCHELL		
SB 840	Budget Act of 2018	Chapter 29
MONNING		
SB 377	Lead-Based Paint	Dead
SB 1079	Forest Resources: Fire Prevention Grants	Chapter 622
SB 1090	Diablo Canyon Nuclear Powerplant	Chapter 561
MOORLACH		
SB 1074	Motor Vehicle Fuel: Disclosure of Costs	Dead
SB 1463	AB 32: Scoping Plan	Dead
MORRELL		
SB 555	Regulatory Review and Report	Dead
SB 1256	Community Choice Aggregators	Dead
NEWMAN		
SB 660	Aftermarket Parts Certification Funding	Dead
SCA 2	Motor Vehicle Fees and Taxes: Appropriations Limits	Dead
NGUYEN		
SB 264	HOT Lanes: Orange County	Dead
SB 893	Planning and Zoning: Vehicular Parking Ratio	Dead
NIELSEN		
SB 1267	Automotive Fuels and Products	Dead

PAN

SB 1027	State Employee Survey	Dead
SB 1162	Air Monitoring	N/A
SB 1184	Sacramento Autonomous Vehicle Pilot Project	Dead

SKINNER

SB 782	Energy Data Transparency	Chapter 684
SB 1014	Clean Miles Standard and Incentive Program	Chapter 369
SB 1227	Density Bonuses	Chapter 937
SB 1369	Energy: Green Electrolytic Hydrogen	Chapter 567

STERN

SB 57	Natural Gas Storage Moratorium	Dead
SB 659	Alternative Energy Financing	Dead
SB 745	Vehicle Registration: Environmental Rebates	Dead
SB 1339	Electricity Microgrids	Chapter 566
SB 1347	Energy Storage System Procurement	Dead
SB 1350	Climate Change: Financial Assistance	Dead
SB 1370	Aliso Canyon Natural Gas Storage Facility	Dead
SB 1380	Climate Adaptation Information Clearinghouse	Dead
SB 1477	Low-Emissions Buildings	Chapter 378
SB 1487	Transportation Electrification	N/A
SB 1489	Oil and Gas Inspection	N/A

STONE, J

SB 1444	Wildfires	Dead
SB 1445	Hazardous Waste	Dead

VIDAK

SB 414	Transportation Bonds: Highway and Road Projects	Dead
SB 415	High-Speed Rail Rights of Way	Dead

WIECKOWSKI

SB 64	Power Plant Emissions	Dead
SB 262	Climate Adaptation Advisory Council	Dead
SB 308	Oil and Gas Definitions	Dead
SB 775	AB 32: Cap-and-Trade Program	Dead
SB 1401	Climate Adaptation Information: Clearinghouse	Dead

WIENER

SB 71	Solar Energy Systems	N/A
SB 700	SGIP Reauthorization	Chapter 839
SB 760	Active Transportation Funding: Complete Streets	N/A
SB 827	Planning and Zoning: Housing Bonus	Dead
SB 828	Land Use: Housing Element	Chapter 974
SB 1399	Renewable Energy: Shared Renewable Energy Tariffs	Dead

WILK

SB 1141	Consumer Protection	Dead
SB 1377	Refinery Air Monitoring Systems	Dead
SR 103	Relative to Vehicle Miles Traveled Tax	Dead

SENATE BUDGET & FISCAL REVIEW COMMITTEE

SB 93	GGRF Appropriations	Dead
SB 99	Transportation	Dead
SB 101	Charging Infrastructure Market Report	Dead
SB 120	Transportation	N/A
SB 848	Budget Act of 2018	Chapter 46
SB 854	Public Resources	Chapter 51
SB 856	Budget Act of 2018	Chapter 30
SB 862	Budget Act of 2018	Chapter 449

SENATE ENVIRONMENTAL QUALITY COMMITTEE

SB 1502	Nonvehicular Air Pollution	Chapter 59
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ASSEMBLY BILLS

AB 1 (Frazier) Transportation Funding Dead

Would have created the Road Maintenance and Rehabilitation Program to fund road maintenance and rehabilitation, safety projects, railroad grade separations, and active transportation projects. The bill also would have established a number of new revenue sources and expanded existing revenue sources to fund the Program. Of specific interest to the California Air Resources Board (CARB), the bill would have doubled the continuous Greenhouse Gas Reduction Fund (GGRF) appropriation for the Transit and Intercity Capital Rail Program and the Low Carbon Transit Operations Program, and would have imposed a \$165 registration and renewal fee for zero emission and near-zero emission vehicles. In addition, the bill would have required the California Transportation Commission (CTC) to consult the California Sustainable Freight Action Plan when determining Trade Corridors Improvement Fund projects, and would have expanded the definition of disadvantaged communities for the purposes of those projects. Finally, the bill would have established 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. *Died without a hearing in the Assembly Transportation Committee.*

AB 13 (Eggman) Marine Highway: M-580 Dead

Would have required 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 would have required an \$85,000,000 appropriation to fund the project. *Died without a hearing in the Assembly Transportation Committee.*

AB 18 (Garcia, E.) Salton Sea Air Quality and Habitat Funding N/A

Would have authorized 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 would have required that these provisions be submitted to the voters at the June 5, 2018, statewide direct primary election. The bill would have specifically authorized \$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. *Amended to deal with the Licensed Physicians and Dentists from Mexico Pilot Program.*

AB 33 (Quirk) EV Service Equipment Rates N/A

Would have required 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 would have required 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 greenhouse gas (GHG) emissions. *Amended*

to deal with financing orders for Pacific Gas and Electric for costs incurred from the 2017 wildfires.

AB 35 (Quirk) Building Energy Efficiency Dead
Would have required CEC to adopt an update to its comprehensive buildings energy efficiency program at least once every five years, instead of every three years. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 87 (Ting) Autonomous Vehicles Chapter 667
Authorizes a peace officer or public employee, as specified, to remove a vehicle that uses autonomous technology without a valid permit that is required to operate the vehicle on public roads. The bill also authorizes the release of the vehicle under specified conditions.

AB 91 (Cervantes) HOV Lanes Chapter 468
Requires Caltrans to report to the transportation policy committees of the Legislature, on or before January 1, 2020, on the feasibility and appropriateness of limiting the use of high-occupancy vehicle (HOV) lanes to high-occupancy vehicles and eligible vehicles only during the hours of heavy commuter traffic on both State Route 91 between Interstate 15 and Interstate 215 in the County of Riverside, and State Route 60 in the County of Riverside. The bill defines an “eligible vehicle” as a vehicle listed by CARB as eligible for a Clean Air Vehicle decal.

AB 108 (ASM Budget) Budget Trailer Bill: Public Resources N/A
Would have made statutory changes to implement funding in the 2017 Budget Act, as well as specified GGRF funds appropriated under the 2016 Budget Act. Several sections of interest to CARB would have addressed 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. *Amended to deal with child care subsidy plans.*

AB 118 (ASM Budget) Transportation Dead
Of interest to CARB, would have appropriated State funds in the Trade Corridor Enhancement Account and federal funds apportioned to the State pursuant to the federal Fixing America’s Surface Transportation Act to eligible State or regional infrastructure projects, as specified. The bill would have prohibited specified funding from being used for projects that include the purchase of fully-automated cargo-handling equipment. *Held on the Senate Inactive File.*

AB 123 (ASM Budget) Budget Act of 2017 Dead

Of interest to CARB, would have required 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. *Died without a hearing in the Senate Budget and Fiscal Review Committee.*

AB 125 (ASM Budget) Clean Energy Job Creation Program: Schoolbus Funds Dead

Of interest to CARB, would have appropriated up to \$75 million to school districts and county offices of education for grants or loans for schoolbus retrofit or replacement. The program would have been administered by CEC, in consultation with CARB. The bill would have prioritized the following: (1) school districts and county offices of education operating the oldest school buses or school buses 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 would have mandated that any schoolbus replaced through the Program be scrapped. *Died without a hearing in the Senate Budget and Fiscal Review Committee.*

AB 151 (Burke) Cap-and-Trade Dead

Would have required 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 would have created 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 developing new urban offset protocols. Finally, the bill would have required CARB to report to the Legislature on the need for increased education, job training, and workforce development to achieve the 2030 GHG reduction goal. *Died on the Assembly Inactive File.*

AB 193 (Cervantes) Zero Emission Assurance Project Chapter 363

Requires CARB to create the Zero-Emission Assurance Project to provide rebates, until July 31, 2025, for the replacement of, or a vehicle service contract for, a battery, fuel cell, or related components of an eligible used vehicle. The bill also requires CARB to submit a specified report on the Zero-Emission Assurance Project to the Legislature no later than January 1, 2024.

AB 239 (Ridley-Thomas) CEQA: Urbanized Areas Dead

Would have modified 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.*

AB 271 (Caballero) PACE Program Dead

Would have allowed 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. *Died on the Senate Inactive File.*

AB 278 (Steinorth) CEQA: Transportation Infrastructure Exemption Dead

Would have exempted 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 would have required the public agency carrying out the project to take certain actions. *Failed passage in the Assembly Natural Resources Committee.*

AB 287 (Holden) State Highway Route 710 Dead

Would have encouraged Caltrans, in coordination with the Los Angeles County Metropolitan Transportation Authority, to consult with local governments of cities and areas along the State Route 710 North corridor regarding the development of the State Route 710 North project area, as specified. The bill also would have required Caltrans to seek alternatives for the development of the State Route 710 North project area from those local governments that address specified elements, including improving air quality and public health, and reducing GHG emissions. *Died without a hearing in the Assembly Transportation Committee.*

AB 302 (Gipson) South Coast AQMD: Fleets Dead

Would have allowed the South Coast Air Quality Management District (AQMD) to require operators of public and commercial fleets comprising one or more vehicles operating substantially in South Coast AQMD to purchase zero emission or near-zero emission vehicles and require these vehicles to operate in South Coast AQMD, to the extent feasible. The bill also would have defined zero emission and near-zero emission as a vehicle, fuel, or technology that reduces oxides of nitrogen emissions by at least 90 percent, when compared with engines certified at the 2010 model year emission standard for oxides of nitrogen. *Died without a hearing in the Assembly Transportation Committee.*

AB 311 (Mathis) Methane: Dairy and Livestock Dead

This was a spot bill that would have made nonsubstantial changes 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. *Held at the Assembly Desk.*

AB 327 (Gipson) South Coast AQMD: Fleets Dead

Would have required public and commercial fleets, as defined, operating substantially in the South Coast AQMD to purchase the cleanest commercially available vehicles that will meet the operator's operational needs and require the replacement of no more than 15 percent of existing vehicles per calendar year, with due consideration given to a vehicle's useful life. The bill would

have provided exceptions for emergency and rescue vehicles until the South Coast AQMD Board finds and determines that the cleanest commercially available vehicles will not impair the emergency response capabilities of those vehicles. *Died without a hearing in the Senate Transportation and Housing Committee.*

AB 345 (Caballero) Vehicle Emission Regulations: Exemption Dead

Would have required CARB to exempt vehicles that do not exceed 5,000 miles annually and low-mileage agricultural vehicles, as defined, that meet certain requirements from any regulation to reduce emissions of diesel particulate matter (PM), oxides of nitrogen (NO_x), and other criteria air pollutants from in-use, diesel-fueled vehicles. *Failed passage in the Senate Environmental Quality Committee.*

AB 378 (Garcia, C.) GHG, Criteria Pollutant, and TAC Emissions Dead

Would have authorized 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. The bill also would have required CARB to account for the social costs of GHG emissions when adopting rules and regulations to achieve the statewide GHG emissions limit. In addition, the bill would have required 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. *Died on the Assembly Inactive File.*

AB 399 (Grayson) Autonomous Vehicles: Pilot Project Dead

Would have authorized the Contra Costa Transportation Authority 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 only at specified locations and the autonomous vehicle operates at speeds of less than 35 miles per hour. *Died without a hearing in the Assembly Transportation Committee.*

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

Would have appropriated \$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. *Held in the Senate Rules Committee.*

AB 438 (Caballero) Surface Mining: GHG Emissions Dead

Would have required 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 would have required CARB to prepare, in consultation with the local air district, 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. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 476 (Gipson) Heavy-Duty Vehicles: Weight Classifications Dead

Would have redefined 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.*

AB 483 (Bocanegra) Noncommercial Airport Air Monitoring Dead

Would have required 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 the Global Warming Solutions Act of 2006 (AB 32) climate targets. The bill would have required data to be collected in real time and submitted quarterly to CARB and the appropriate local air district, which would have annually compiled and analyzed the data with respect to public health impacts. The bill also would have required the Department of Toxic Substances Control (DTSC) to perform soil testing at the airports and report to the Legislature. *Died without a hearing in the Assembly Environmental Safety and Toxic Materials Committee.*

AB 496 (Fong) Transportation Funding Dead

Would have created the Traffic Relief and Road Improvement Account to fund road maintenance and repair. The bill would have required the Department of Finance (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 would have transferred 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. *Died without a hearing in the Assembly Transportation Committee.*

AB 498 (Harper) Fire Rings Dead

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

AB 499 (Harper) CEQA: Infill Development Dead

This was a spot bill related to CEQA infill projects. *Held at the Assembly Desk.*

AB 520 (Harper) Local Restrictions on Coal Dead

Would have prohibited local governments from banning the shipment or storage of any energy source material, including, but not limited to, coal, within its jurisdiction. *Died without a hearing in the Assembly Local Government Committee.*

AB 558 (Quirk-Silva) Flexible Fuel Vehicles Vetoed

This bill would have required CARB to develop a summary of E-85 distribution data from 2012 to 2017, as well as data on the number of flexible fuel vehicles registered in California in 2017, and submit the summary to the United States Environmental Protection Agency (U.S. EPA). The bill also would have required CARB to develop policy recommendations to maximize the

use of E-85 and consider adopting those policy recommendations no later than October 1, 2019. The bill would have authorized the Joint Legislative Committee on Climate Change Policies to recommend that CARB provide support to local governments to maximize their use of flexible fuel vehicles and E-85 fuel.

AB 577 (Caballero) Disadvantaged Communities Dead

Would have expanded 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.” *Died without a hearing in the Assembly Environmental Safety and Toxic Materials Committee.*

AB 594 (Irwin) CEQA: Solar and Wind Energy Dead

Would have indefinitely exempted 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 also would have extended and modified current law that exempts these facilities until January 1, 2018, as long as they demand no more than 75 acre-feet of water annually. *Died without a hearing in the Assembly Water, Parks, and Wildlife Committee.*

AB 623 (Rodriguez) Autonomous Vehicles: Accident Reporting Dead

Would have required the Department of Motor Vehicles (DMV) to approve an application for operation of an autonomous vehicle, as specified, if DMV determines the autonomous vehicle is properly registered, licensed, and insured, as specified. The bill would have revised the definition of, and defined certain terms associated with autonomous vehicles. This bill also would have required the operator of an autonomous vehicle to follow existing motor vehicle accident reporting requirements, and required the California Highway Patrol or any other peace officer to specify an autonomous vehicle was involved in a traffic collision in any manner. *Died without a hearing in the Senate Transportation and Housing Committee.*

AB 649 (Dahle) Community Choice Aggregators Dead

This was a spot bill that would have made 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. *Held at the Assembly Desk.*

AB 655 (O’Donnell) Municipal Solid Waste in RPS Dead

Would have repealed 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 would have provided 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.*

AB 709 (McCarty) Sacramento Regional Transit District Chapter 522

Revises and recasts provisions related to a retail transactions and use tax ordinance, adopted by the Sacramento Regional Transit District Board of Directors, that requires the District's retail transactions and use tax ordinance to provide for rates of 1/4 or 1/2 of 1 percent, and requires that the ordinance be operative on the first day of the first calendar quarter commencing less than 180 days after adoption of the ordinance.

AB 726 (Holden) CAISO Regionalization Dead

Would have authorized the transformation of the California Independent System Operator (CAISO) into a regional organization if the CAISO governing board undertook certain steps and the Commission on Regional Grid Transformation, which the bill would have created, made specified findings by December 31, 2018. The bill also would have required utilities with more than 100,000 service connections in California to procure tax-advantaged renewable resources and required entities that sell electricity to end-use consumers to report the GHG emissions intensity associated with the electricity sold. This bill was similar to AB 813 (Holden). *Held in the Senate Rules Committee.*

AB 734 (Bonta) CEQA: Oakland Sports Project Chapter 959

Authorizes the Governor to certify a new basketball stadium project in Oakland for streamlining of the judicial process related to CEQA. The bill sets definitions and requirements for an eligible project, including that the project does not result in any net additional GHG emissions, as determined by CARB. The bill also contains requirements related to reductions of GHG emissions and vehicle trips.

AB 813 (Holden) CAISO Regionalization Dead

Would have created a structure and process for establishing a multistate regional transmission system organization, whereby California or out-of-state electric transmission owners can become members in order to regionalize or broaden access to electricity by CAISO. The bill would have required CEC, in consultation with CPUC and CARB, to review and approve the governance documents of any entity wanting to join the multistate regional transmission system organization to ensure compliance with the requirements referenced above. The bill also would have required the electricity used in California by the multistate regional transmission system organization to appropriately reflect the costs of that electricity to comply with California's climate policies as implemented by CARB and required the multistate regional transmission system organization to maintain a transparent GHG emissions tracking system. *Held in the Senate Rules Committee.*

AB 870 (Levine) Transportation Program Guidelines N/A

Would have repealed the general exemption to the Administrative Procedures Act for guidelines adopted to implement transportation programs. *Amended to deal with prisoner mental health.*

AB 893 (Garcia, E.) RPS: Geothermal Procurement Dead

Would have required, by December 31, 2021, each retail seller of electricity and each local publicly owned electric utility to procure a proportionate share of electricity products for a statewide total of 3,000 megawatts of geothermal generation capacity under RPS. *Held in the Senate Rules Committee.*

AB 914 (Mullin) Transmission Planning for Energy Storage Dead

Would have required 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. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 922 (Dahle) Forest Practices: Violations Dead

This was a spot bill related to forest practices and violations. *Died at the Assembly Desk.*

AB 943 (Santiago) Land Use Regulations: Local Initiatives Dead

Would have required that an ordinance or an amendment of an ordinance that is on a ballot and would reduce density or stop development of 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 would have only applied 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 956 (Ting) Corner Store Energy Efficiency Dead

Would have required 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. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 962 (Allen, T.) State Seaport Infrastructure Financing Dead

Would have required 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 have required the harbor agency to adopt a resolution that included specified information, including the State fiscal and economic impacts estimated to result from the proposed infrastructure development or equipment purchase project. *Held on suspense in the Assembly Appropriations Committee.*

AB 964 (Calderon) California Affordable Clean Vehicle Program Dead

Would have created, 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 electric vehicles for personal or commercial use, and other eligible projects. The bill would have required the California Pollution Control Financing Authority to administer the Program in consultation with CARB. The bill also would have authorized the California Pollution Control Financing Authority 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 would have established the California Affordable Clean Vehicle Program Fund, and authorized the California Pollution Control Financing Authority to utilize the funds, upon appropriation by the Legislature, for purposes of the Program. *Died without a hearing in the Senate Appropriations Committee.*

AB 987 (Kamlager-Dove) CEQA: Sports and Entertainment Project Chapter 961

Authorizes the Governor to certify a new basketball stadium project in Inglewood for streamlining of the judicial process related to CEQA. The bill sets definitions and requirements for an eligible project, including that the project does not result in any net additional GHG emissions, as determined by CARB. The bill also contains requirements related to reductions of GHG emissions, criteria pollutant and toxic air contaminant emissions, and vehicle trips.

AB 1036 (McCarty) Organic Waste: Composting Dead

Would have required local air districts to include avoided emissions resulting from landfilling in their baseline emissions calculations for permitting composting facilities, and would have required local air districts adopting regulations after this bill is chaptered, to include specified facilities as “essential public services.” In addition, the bill would have broadened the requirement for the California Environmental Protection Agency (CalEPA) and the California Department of Food and Agriculture (CDFA) to align agency regulations to divert organic waste from landfills by adding alignment of internal policy goals. The bill also would have required these agencies, along with other specified agencies and departments, to assess the State’s progress toward meeting the goals of SB 1383 (Lara, Chapter 395, Statutes of 2016) and CARB’s Short-Lived Climate Pollutant Reduction Strategy. *Died without a hearing in the Senate Environmental Quality Committee.*

AB 1041 (Levine) Transportation N/A

Would have revised a section of SB 1 (Beall, Chapter 5, Statutes of 2017) related to a transportation improvement fee. *Amended to deal with representation on the Bay Area Toll Authority.*

AB 1097 (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 at any picnic area designated by a posted sign, or any other means, by the Department of Parks and Recreation on a State coastal beach or in a unit of the State park system, with certain exceptions, as specifically provided.

AB 1117 (Fong) CEQA: Nonenvironmental Impacts Dead

Would have prohibited 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 contained other related provisions that would have ensured 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. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1121 (Chiu) SF Bay Area Water Emergency Transp. Authority N/A

Would have stated the intent of the Legislature to enact legislation to authorize San Francisco Bay Area voters to approve new, dedicated funding for San Francisco Bay Area ferries. *Amended to deal with the membership of the Bay Area Water Emergency Transportation Authority.*

AB 1141 (Berman) Autonomous Vehicles: Freight Transport Dead

Would have required DMV to adopt regulations, in consultation with Caltrans and the California Highway Patrol (CHP), by September 30, 2018, that establish standards for testing autonomous vehicles used to transport freight under specified conditions. In developing the regulations, DMV would have been required to consult with Caltrans and CHP on related topics, including appropriate routes and compliance with State and federal requirements for commercial drivers. *Died without a hearing in the Assembly Communications and Conveyance Committee*

AB 1152 (Dahle) Vehicles: Motor Carriers Dead

Would have changed the definition of a pick-up 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 nine feet in length and that may be equipped with a bed-mounted storage compartment unit commonly called a “utility body.” *Died without a hearing in the Assembly Appropriations Committee.*

AB 1160 (Bonta) Autonomous Vehicles Dead

Would have expanded 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 definition of automated driving, as defined by the Society of Automotive Engineers. *Died without a hearing in the Senate Transportation and Housing Committee.*

AB 1162 (O’Donnell) Low Carbon Fuel Standard Dead

Would have required CARB to recognize as generating an innovative production method credit under the Low Carbon Fuel Standard, the use of renewable natural gas to displace the existing use of natural gas by oil and natural gas companies that are otherwise eligible to opt in to the innovative crude provisions of the Low Carbon Fuel Standard regulation. *Held in the Senate Rules Committee.*

AB 1165 (Caballero) Agricultural Sustainability Council Vetoed

Would have created the Agricultural Sustainability Council, with membership from agricultural and environmental boards and agencies, including CARB. The purpose of the Council would have been to: (1) plan for regulatory alignments that aid grower compliance, reduce costs to the agriculture industry, and protect the environment; and (2) make recommendations for regulatory alignments to the proper State agency. The bill would have authorized the Council to adopt a determination based on specified criteria and forward the determination as a recommendation to the applicable State agency. The Council would have been required to provide for public input and consider only matters within the jurisdiction and control of the Council members' respective agencies.

AB 1184 (Ting) Transportation Network Companies Chapter 644

Authorizes the City and County of San Francisco to impose a tax on each ride originating in the City and County of San Francisco provided by a participating driver for a transportation network company, or an autonomous vehicle. The tax is subject to voter approval. A maximum one and a half percent tax could be imposed for rides where a participant requests to share the ride via an online enabled application or platform, and three and a quarter percent when there is no request to share. The bill also authorizes the City and County of San Francisco to set a lower tax rate for a ride provided by a zero emission vehicle. The bill requires that funds from this tax be dedicated to transportation operations and infrastructure within the City and County of San Francisco and that any tax imposed under this provision expire by November 5, 2045.

AB 1187 (Garcia, E.) Crowdsourcing and Citizen Science Act Dead

Would have authorized CalEPA and its boards, departments, and offices to use crowdsourcing and citizen science approaches, with guidance from an external advisory committee, to conduct activities designed to advance their respective environmental missions. The bill also would have required 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. *Died without a hearing in the Assembly Environmental Safety and Toxic Materials Committee.*

AB 1198 (Dahle) Net Energy Metering Dead

Would have changed a definition of "disadvantaged communities" to "lower- income households" for a component of the net energy metering program. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 1233 (Cunningham) Transportation Inspector General Dead

Would have created 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. *Died without a hearing in the Assembly Transportation Committee.*

AB 1259 (Calderon) EV Financing Assistance Program Dead

Would have created 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 would have expanded 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 1288 (Eggman) Solid Waste Management: Funding Dead

Would have required the California Department of Resources Recycling and Recovery (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. *Died without a hearing in the Senate Environmental Quality Committee.*

AB 1301 (Fong) Joint Committee on Climate Change Policies Dead

Would have declared 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 would have required 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.*

AB 1341 (Calderon) Clean Vehicles: Income Tax Deduction Dead

Would have allowed, 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 would have allowed a Personal Income Tax deduction for the purchase of a used zero or near-zero emission vehicle. The bill would have required CARB to develop a process to allow eligible taxpayers to obtain approval prior to purchasing or leasing a qualified vehicle. Finally, the bill would have allowed for the transfer of funds from GGRF, the Air Quality Improvement Program, 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 1369 (Gray) GGRF: Water Quality and Storage Dead

Would have continuously appropriated 25 percent of GGRF funds to the Department of Water Resources, beginning in fiscal year 2019-2020, for water storage projects, and would have

required State water storage capacity to increase 25 percent by 2025 and 50 percent by 2050, among other provisions. *Died without a hearing in the Assembly Water, Parks and Wildlife Committee.*

AB 1374 (Salas) Diesel Taxes: Biofuel Dead

Would have limited the definition of biodiesel to a biofuel that meets the specifications set forth by the American Society for Testing and Materials International for biodiesel. *Died without a hearing in the Assembly Revenue and Taxation Committee.*

AB 1383 (Fong) AB 32: Regulations Dead

Would have required 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 include mechanisms to minimize and mitigate potential leakage to other states and countries; and to evaluate existing achievements made by incentive-based programs. The bill also would have required 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. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1433 (Wood) Natural and Working Lands: Uniform Application N/A

Would have required the Strategic Growth Council (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, would have served as the application for all natural and working land programs funded with GGRF and other specified funding sources. The task force would have been required to receive and evaluate submitted applications to determine the most appropriate program, and forward the application to the appropriate agency or department for consideration. Applications for natural and working lands programs funded through GGRF would have been required to demonstrate that GHG benefits will persist for 50 years. The bill would have allowed up to 10 percent of each program's funds to pay for planning projects. *Amended to deal with tribal gaming.*

AB 1494 (Patterson) Energy Efficiency Dead

This was a spot bill that would have made nonsubstantive changes to energy efficiency provisions in the Public Resources Code. *Held at the Assembly Desk.*

AB 1561 (Quirk-Silva) Infrastructure: Logistic Hubs Chapter 313

Expands and updates the mandatory elements of the State's international trade and investment strategy to include the role of logistical hubs and inland ports, and streamlines reporting requirements. This bill also authorizes the California Infrastructure and Economic Development Bank to finance inland port facilities.

AB 1573 (Bloom) **Green Tariff Shared Renewables Program** **N/A**
Would have increased the maximum generating capacity for a facility eligible for the Green Tariff Shared Renewables program from 20 megawatts to 30 megawatts. *Amended to deal with marine fisheries.*

AB 1579 (Daly) **CEQA: Vehicle-Miles-Traveled Database** **Dead**
Would have required 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. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1623 (Acosta) **CARB** **Dead**
This was a spot bill that would have made a technical, nonsubstantive revision to CARB's authority to control air pollution. *Held at the Assembly Desk.*

AB 1640 (Garcia, E.) **Transportation Funding: Low-Income Communities** **Dead**
Would have required, 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. The bill also would have required Caltrans to take certain actions by January 1, 2018. *Died without a hearing in the Assembly Transportation Committee.*

AB 1645 (Muratsuchi) **Hydrogen Fluoride Substitution** **Dead**
Would have required the South Coast AQMD by January 1, 2020, to submit a report to the Legislature that contained: (1) a study of hydrogen fluoride and modified hydrogen fluoride, viable alternatives, and the potential economic impact of removing or retaining hydrogen fluoride and modified hydrogen fluoride in the two refineries located within the boundaries of the district, and (2) a safety comparison of hydrogen fluoride and modified hydrogen fluoride to sulfuric acid, ionic liquid, and solid acid catalyst alkylation. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1652 (Kalra) **Public Transportation** **N/A**
This was a spot bill stating the intent of the Legislature to enact legislation to promote access to public transportation. *Amended to deal with cannabis transportation and distribution.*

AB 1653 (Kiley) **Natural Gas Pipeline Safety Act of 2011** **Dead**
This was a spot bill that would have made a technical, nonsubstantive change to the Natural Gas Pipeline Safety Act of 2011. *Held at the Assembly Desk.*

AB 1662 (Oberholte) Net Energy Metering Dead

This was a spot bill that would have made a technical, nonsubstantive change to the net energy metering provisions of the Public Utilities Code. *Held at the Assembly Desk.*

AB 1663 (Garcia, C.) Lead-Acid Batteries N/A

Would have revised 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. *Amended to deal with group homes for immigrant children.*

AB 1683 (Burke) Program Report Dead

Would have required SGC, no later than January 1, 2019, to submit a report on the Transformative Climate Communities Program to the Governor and appropriate policy and fiscal committees of the Legislature. The report would have included investments made, specific projects funded, and locations selected. *Held in the Senate Rules Committee.*

AB 1745 (Ting) Vehicles: Clean Cars 2040 Act Dead

Would have prohibited, commencing January 1, 2040, DMV from accepting an application for original registration of a motor vehicle unless the vehicle is a zero emission vehicle. The bill would have exempted from that prohibition, a commercial vehicle with a gross vehicle weight rating of 10,001 pounds or more, and a vehicle brought into California from outside the State for original registration. *Died without a hearing in the Assembly Transportation Committee.*

AB 1756 (Brough) Transportation Funding Dead

Would have repealed the Road Repair and Accountability Act of 2017. *Died without a hearing in the Assembly Transportation Committee.*

AB 1759 (McCarty) Public Trust Lands: City of Sacramento Chapter 250

Grants and conveys in trust, in relation to real property known as the Sand Cove Parcels, as described, to the City of Sacramento, in the County of Sacramento, and to its successors, all of the rights, title, and interests of the State, to be held by the City in trust for the benefit of all the people of the State for public trust purposes, as provided. The bill authorizes the City to use the trust lands for the construction, reconstruction, repair, and maintenance of any transportation, utility, or other infrastructure that is incidental, necessary, or convenient to promote or accommodate uses consistent with the public trust doctrine.

AB 1771 (Bloom) Regional Housing Needs Assessment Chapter 989

Revises the objectives required to be addressed in the regional housing needs allocation plan, including the need to address GHG reduction targets set by CARB, and requires the plan to include an objective to increase access to areas of high opportunity for lower-income residents, while avoiding displacement and furthering fair housing.

AB 1775 (Muratsuchi) State Lands Leasing: Oil and Gas Chapter 310

Prohibits the State Lands Commission or a local trustee, as defined, of granted public trust lands from entering into any new lease or other conveyance authorizing new construction of oil- and gas-related infrastructure upon tidelands and submerged lands within State waters associated with Pacific Outer Continental Shelf leases issued after January 1, 2018. The bill requires the State Lands Commission or a local trustee, when approving or disapproving any lease renewal, extension, amendment, or modification authorizing new construction of oil- and gas-related infrastructure upon tidelands and submerged lands within State waters associated with Pacific Outer Continental Shelf leases issued after January 1, 2018, to follow a specified process.

AB 1796 (Muratsuchi) Charging Stations: Rental Property Chapter 163

Provides a pathway for EV charging station approval by lessors of rent controlled properties, which are exempted under existing law. This bill removes that exemption for leases executed, extended, or renewed on or after January 1, 2019.

AB 1804 (Berman) CEQA: Housing Exemption Chapter 670

Establishes an exemption from CEQA, through January 1, 2025, for infill development residential or mixed-use housing projects located within unincorporated areas of a county. The bill requires a lead agency to file a notice of exemption with the Office of Planning and Research and the county clerk in the county in which the project is located.

AB 1806 (Ting) Budget Act of 2018 Dead

Would have made appropriations to support CARB activities from various funds. The bill also would have appropriated GGRF funds for various purposes. *Died without a hearing in the Assembly Budget Committee.*

AB 1814 (ASM Budget) Clean Air Vehicle Decals Dead

Of interest to CARB, would have extended the period of validity for Clean Air Vehicle decals issued to specified vehicles between March 1, 2018, and January 1, 2019, to January 1, 2022. The bill also would have widened the window of validity for Clean Air Vehicle decals issued to certain vehicles that had previously been issued a decal, as specified. *Died on the Senate Inactive File.*

AB 1817 (ASM Budget) Budget Trailer Bill: State Government Chapter 37

Makes statutory changes to implement funding in the 2018 Budget Act. Of interest to CARB, the bill amends the Buy Clean California Act, which was designed to lower GHG life-cycle emissions for various construction materials used in State contracts. The bill provides a two-year extension for the Department of General Services (DGS) to establish the maximum acceptable global warming potential for each category of eligible materials, submit a report to the Legislature on the method for developing the global warming potential standards, and review such standards for potential downward adjustment. The bill also provides DGS with more discretion to set such standards and requires a phase-in period of up to two years for the standards. In addition, the bill provides exemptions to the Buy Clean California Act and

addresses submission of environmental product declarations for eligible materials by successful bidders to awarding agencies of public works contracts.

AB 1820 (ASM Budget) Public Resources Dead

Among other things, this bill would have authorized CARB to provide advance payments to grantees of a grant program or project if CARB determines that certain criteria are met. The bill also would have authorized CARB to adopt a schedule of fees to cover all or a portion of CARB's reasonable costs associated with the certification, audit, and compliance of off-road or nonvehicular engines and equipment, aftermarket parts, and emission control components sold in the State, as authorized by existing law. The bill would have created the Certification and Compliance Fund to receive the fees and would have directed CARB to undertake a public process to review the existing procedures for exempting parts pursuant with the goal of streamlining the process for issuing executive orders. The provisions in this bill were similar to those in SB 854 (SEN B&FR, Chapter 51, Statutes of 2018). *Died on the Senate Inactive File.*

AB 1822 (ASM Budget) Budget Act of 2018 Dead

Would have amended the Budget Act of 2018 by amending and adding appropriations, including GGRF appropriations. *Died on the Senate Inactive File.*

AB 1866 (Fong) Transportation Funding Dead

Would have created the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the State highway system and the local street and road system. The bill would have provided for the deposit of various existing sources of revenue, including specified vehicle, insurance, and fuel revenues, in the Traffic Relief and Road Improvement Account, which the bill would have created in the State Transportation Fund. *Died without a hearing in the Assembly Transportation Committee.*

AB 1874 (Voepel) Fuel Taxes: Off-Highway Vehicle Trust Fund Dead

Would have eliminated, on June 30, 2019, the requirement that the Controller withhold \$833,000 from the monthly transfer to the Off-Highway Vehicle Trust Fund and transfer that amount to the General Fund. The bill would have thereby transferred this amount monthly to the Off-Highway Vehicle Trust Fund. *Held on suspense in the Assembly Appropriations Committee.*

AB 1879 (Santiago) Gas Corporation: Service Connections Chapter 481

Requires CPUC, if it determines that a moratorium on new natural gas service connections is necessary to prevent substantial and imminent harm or to ensure gas system reliability, to provide a report to specified policy committees of the Legislature and the affected gas corporation stating the necessity for the action. The bill requires the report to the policy committees to contain certain information.

AB 1900 (Brough) Capital Investment Incentive Program Extension Chapter 382

Extends the authorization for capital investment incentive programs from January 1, 2019, until January 1, 2024. A capital investment incentive program established before January 1, 2024, may remain in effect for the full term of that program.

AB 1901 (Oberholte) CEQA: Roadway Projects Exemption Dead

Would have extended from January 1, 2020, to January 1, 2023, the sunset date exempting projects or activities meeting certain criteria related to repair, maintenance, or minor alterations to an existing roadway from CEQA review. *Died without a hearing in the Senate Environmental Quality Committee.*

AB 1905 (Grayson) Judicial Review: Transportation Projects Dead

Would have prohibited, in an action or proceeding seeking judicial review under CEQA, a court from stopping construction of a transportation project that reduces total vehicle miles traveled, is included in a sustainable communities strategy approved by a metropolitan planning organization, and for which an environmental impact report has been certified, unless the court makes specified findings. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 1933 (Maienschein) GGRF: Recycling Infrastructure Projects Chapter 808

Codifies a use of GGRF funds that is already being funded by CalRecycle. The bill specifies that the recovery of food for human consumption is considered waste diversion and recycling. The bill also specifies that infrastructure projects to expand facilities for processing recyclable materials and infrastructure projects to improve the quality of recycled materials are eligible to receive funding from GGRF.

AB 1945 (Garcia, E.) GGRF: Investment Plan Vetoed

Would have required State agencies administering competitive GGRF grant programs to ensure preferential points for specified priority populations and provide at least three months between the first call for applications and project funding. The bill also would have required State agencies that administer competitive grant programs involving housing, forestry, urban greening, or planning to develop application scoring categories to account for differences among urban, suburban, and rural communities during the application review process. In addition, the bill would have added eight potential co-benefits for GGRF-funded projects and required DOF to report on additional elements of GGRF grants in the California Climate Investments Annual Report, including information on applications that did not receive funding.

AB 1954 (Patterson) Timber: Reducing Flammable Materials Chapter 207

Extends the sunset date, from January 1, 2019, to January 1, 2022, for an exemption that requires the completion of a timber harvest plan for forest management operations in a defensible space surrounding a habitable structure, and deletes the reporting requirement.

AB 1956 (Limón) Fire Prevention Activities: Grant Program Chapter 632

Repeals the requirement for the California Department of Forestry and Fire Protection (CAL FIRE) to establish a working group to identify potential incentives for landowners to implement pre-fire activities. The bill also requires CAL FIRE to establish a local assistance grant program to improve fire prevention in California and ensure that fire prevention activities occur year round. The bill prioritizes grants to local public entities based on multi-year projects and activities that result in their communities being considered “fire adapted communities” on a list maintained by CAL FIRE. This bill also allows advance payments, as specified.

AB 1967 (Patterson) Zero Net Energy Project Budget Requests Dead

Would have required each State entity, as defined, that makes a budget request for the construction or retrofit of a State-owned building or campus of buildings to make that building or campus zero net energy (including a project to meet the State’s goals for zero net energy buildings in Executive Order B-18-12), to include a cost-benefit analysis with certain information with the request when presenting its budget to the DOF. The bill would have required DOF to submit copies of the cost–benefit analysis to specified budget committees in the Legislature with each zero net energy budget request. *Died without a hearing in Assembly Accountability and Administrative Review Committee.*

AB 1970 (Garcia, E.) Zero Emission Vans Dead

Would have required CEC to develop a pilot program for a pilot project, as specified, for the development of innovative low-carbon fuels. The bill would have required CEC to develop a pilot program to reduce emissions of greenhouse gases and improve air quality at a marine terminal located in a disadvantaged community located in the County of San Diego through the purchase of electric yard trucks and charging stations. Finally, the bill would have required CEC to develop a pilot program to purchase zero emission vans to be used by the Corona Medical Center to transport low-income and disabled patients and provide transportation for low-income senior citizens of the City of Eastvale. *Died without a hearing in the Senate Energy, Utilities, and Communications Committee.*

AB 1975 (Chu) South Bay Interagency Odor Taskforce Dead

Would have required CalRecycle to establish by July 1, 2019, the South Bay Interagency Odor Taskforce, as defined, to identify sources of odor emissions and nuisance complaints based on odor emissions received by the Bay Area AQMD and the cities of Milpitas, Fremont, Santa Clara, and San Jose. The bill would have required the South Bay Interagency Odor Taskforce, by January 1, 2020, to identify sources of odor emissions in the region represented by Taskforce members, provide updates on inspections and enforcement actions, as specified, and identify best management practices to reduce odor emissions, among other things. *Died on the Assembly Inactive File.*

AB 1980 (Quirk) Statute of Limitations: Extension Chapter 141

Includes actions relating to aboveground storage of petroleum within the five-year statute of limitations period for civil penalties or punitive damages relating to hazardous waste and hazardous substances.

AB 1981 (Limón) CAL FIRE and Compost Workgroup Chapter 633

Adds CAL FIRE to the list of State agencies directed to develop and implement policies that promote the use of compost to improve the State’s soil organic matter. The bill requires CalEPA to work with CAL FIRE and the Forest Management Task Force, in addition to CDFG, to continue promoting a goal of reducing at least five million metric tons of GHG emissions per year through the development and application of compost on working lands. The bill additionally tasks CalEPA and CDFG, along with CAL FIRE, CARB, and other agencies, with encouraging projects that use woody biomass, promote the management of woody biomass, and encourage the application of compost to support post-fire recovery efforts. The bill extends the sunset date for these compost-related activities and specified others from 2021 to 2026.

AB 1995 (Garcia, E.) Electric and Gas Utilities: Weatherization Dead

Would have required CPUC to direct electric or gas corporations to provide as many of the specified energy efficiency weatherization or water conservation measures as are feasible and cost-effective for each eligible low-income dwelling unit to reduce the financial hardships of low-income households. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 2006 (Eggman) Agricultural Worker Vanpool Programs Chapter 364

Codifies in State law CARB’s existing agricultural worker vanpool pilot project. Additionally, the bill requires that a minimum of 25 percent of funds appropriated for agricultural worker vanpool programs be allocated to programs that serve low-income communities. The bill further requires CARB to ensure that existing and future agricultural worker vanpool programs serve disadvantaged communities and low-income communities.

AB 2008 (Salas) Income Taxes: Carl Moyer Program Grants Dead

Would have exempted grants from the Carl Moyer Air Quality Standards Attainment Program (Carl Moyer Program) to a taxpayer from gross income for the purposes of personal and corporate income tax. The bill would have required local air districts to provide documentation to taxpayers and the Franchise Tax Board regarding the monetary amounts of grants issued, and clarified that the grant amount also reduces any deduction associated with the grant and the basis of an asset for tax purposes. The bill also would have sunset January 1, 2024. *Held on suspense in the Assembly Appropriations Committee.*

AB 2057 (Salas) CEQA: Biogas Pipelines Exemption Dead

Would have expanded a current statutory CEQA exemption, until January 1, 2022, relating to the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of an existing pipeline, to include biogas pipelines located in Fresno, Kern, Kings, or Tulare county. *Died without a hearing in the Senate Environmental Committee.*

AB 2059 (Chávez) CPUC: Public Participation Dead

Would have specified that the duty of the public advisor and executive director includes publishing information about CPUC programs on CPUC’s internet web site to encourage and support participation in CPUC proceedings. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 2061 (Frazier) Vehicle Weight Limit Extension Chapter 580

Authorizes near-zero emission heavy-duty vehicles to exceed gross weight limits by up to 2,000 pounds on federal interstate highways and State roadways; and zero emission heavy-duty vehicles to exceed gross weight limits by up to 2,000 pounds on California roadways.

AB 2063 (Aguiar-Curry) PACE Program Chapter 813

Clarifies that the term “PACE solicitor” and “PACE solicitor agent” does not include a person who only solicits a property owner to enter into an assessment contract with a person who is not considered a program administrator within the meaning of the California Financing Law. The bill prohibits a person from engaging in the business of a PACE solicitor unless that person is enrolled with a program administrator, and requires the program administrator to maintain the processes for enrolling PACE solicitor agents in a manner that is acceptable to the Commissioner of Business Oversight. The bill makes other clarifications of the PACE program.

AB 2068 (Chu) Electricity Rates: Public Schools Chapter 208

Requires CPUC to direct all electrical and gas corporations to evaluate, and report their findings to CPUC on the feasibility and economic impacts of establishing public school electric and gas rates that reflect a discount from the current rate structure. The bill also requires CPUC to compile these reports and submit this compilation to the Legislature by January 1, 2020.

AB 2077 (Limón) Renewable Energy Self-Generation Program Dead

Would have required an electrical corporation to negotiate in good faith with a local government that is located in Santa Barbara County and has a policy of supplying electricity from a renewable source, on offering mutually agreeable rates and other terms that enable the local government to construct and operate eligible renewable generating facilities sufficient to meet the local government’s 100 percent renewables commitment. The bill also would have required that any mutually agreed upon rates and terms be submitted to CPUC, that CPUC approve the rates and terms if it determines they are just and reasonable, would not negatively affect reliability or safety, would not result in costshifting to other customers, and would not result in increased GHG emissions. *Held on suspense in the Assembly Appropriations Committee.*

AB 2091 (Grayson) Fire Prevention: Insurance Pool Chapter 634

Requires the Forest Management Task Force, in coordination with the Department of Insurance, to develop recommendations for the implementation of an insurance pool for prescribed burn managers by January 1, 2020. The insurance pool, or other mechanism, is intended to reduce the cost of conducting prescribed burns, while maintaining adequate liability protection for lives and property when conducting prescribed burns.

AB 2110 (Eggman) Electronics: Right to Repair Act Dead

This bill would have required original equipment manufacturers of electronic equipment or parts to, among other things, make available to owners and independent repair providers, certain parts, tools, and information for the repair of that equipment. The bill would have required compliance with these provisions for five years after the date the original equipment manufacturer ceases to manufacture the equipment or parts and allows the imposition of civil penalties for violating these provisions. *Died without a hearing in the Assembly Privacy and Consumer Protection Committee.*

AB 2120 (Quirk) Wildfire Emissions Dead

Would have required CARB to annually report, and make available on its website, air pollutant emissions from natural wildfires that burn 10,000 acres or more. The report would have included a technical discussion of the likely emissions trade-offs of planned prescribed fire or managed wildfire ignitions, emissions generated by wildfires versus planned burning in the same area, geographic and fuel data as compiled in coordination with CAL FIRE, and a breakdown of this information by area or region. *Held on suspense in the Assembly Appropriations Committee.*

AB 2127 (Ting) EV Charging Infrastructure: Assessment Chapter 365

Requires CEC, working with CARB and CPUC, to prepare a statewide assessment of charging infrastructure needed to support the level of EV adoption necessary to meet zero emission vehicle deployment and climate goals by 2030. The bill requires the assessment to consider all charging infrastructure across all vehicle categories, as well as port and airport electrification. The bill requires CEC to update the assessment at least every two years.

AB 2145 (Reyes) Heavy-Duty Incentives Chapter 672

Expands the projects eligible for funding under the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to include projects that: (1) support grid integration and integrated storage solutions, and (2) support charging management demonstration and analytics. The bill also directs CEC to advise CARB on how to allocate funds for vehicle charging infrastructure, consistent with CEC's investment plan strategies on charging infrastructure. In addition, the bill adds communities with a community emissions reduction program, pursuant to AB 617 (C. Garcia, Chapter 136, Statutes of 2017), to the list of prioritized communities, which currently includes only disadvantaged and low-income communities.

AB 2150 (Chen) PACE Program: Composite Report Dead

Would have required the Commissioner of Business Oversight to include the report containing all PACE assessment contracts approved for funding and recording through the emergency or immediate necessity waiver within the composite of the annual reports he or she is required to prepare. *Died without a hearing in the Assembly Local Government Committee.*

AB 2162 (Chiu) Housing Development: Supportive Housing Chapter 753

Streamlines affordable housing developments that include a percentage of supportive housing units and onsite services. This bill provides that supportive housing shall be a use by right in zones where multifamily and mixed uses are allowed, including nonresidential zones, if the proposed housing development satisfies specified requirements.

AB 2166 (Caballero) Agricultural Growth Council Dead

Would have established the California Farm Bill and, among other things, established the Agricultural Growth Council, which would include CARB, to: (1) plan for regulatory alignments that aid grower compliance, reduce costs to the agriculture industry, and protect the environment, and (2) make recommendations for regulatory alignments to the proper agency. The bill would have mandated that the Council suspend the application of one or more conflicting requirements, if it is determined that it is impossible for a person to comply with one or more regulations due to conflicting regulatory requirements. The bill would have required the Council, in consultation with the applicable enforcing agencies, to determine which requirement to suspend, after consideration of the public health and safety implications of any suspension and the effect of a suspension on the overall regulatory scheme of each enforcing agency. The bill, upon suspension of a requirement, would have prohibited an agency from initiating an action to enforce the requirement until all applicable agencies had resolved the original conflict and provided clear direction on how to achieve compliance with the previously conflicting requirements. *Held on suspense in the Assembly Appropriations Committee.*

AB 2192 (Stone) State-Funded Research: Grant Requirements Chapter 296

Expands an open access requirement for State-funded research grants that currently applies only to the Department of Public Health (DPH) to include other State agencies.

AB 2195 (Chau) Natural Gas Leakage Chapter 371

Requires, starting January 1, 2020, CARB to quantify and publish annually the amount of GHG emissions resulting from the loss or release of uncombusted natural gas to the atmosphere and emissions from natural gas flares during all processes associated with the production, processing, and transporting of natural gas that is imported into California from out-of-state sources.

AB 2205 (Brough) Tax Deduction: Transportation Improvement Fee Dead

Would have allowed the transportation improvement fee to be deductible in the same manner as the vehicle license fee from income subject to taxes pursuant to the Personal Income Tax Law, to the extent it is a personal property tax. *Died without a hearing in the Assembly Transportation Committee.*

AB 2206 (Brough) Vehicles: Registration Information Dead

Would have required the application to renew vehicle registration to display, as a separate line item, the amount of the transportation improvement fee that is included in the cost of vehicle registration. *Died without a hearing in the Assembly Transportation Committee.*

AB 2208 (Aguiar-Curry) RPS Program Dead

Would have required that, for RPS, no less than an unspecified portion of the incremental renewable energy procurement requirements for each compliance period be satisfied with renewable geothermal, biogas, or biomass energy resources procured on or after July 1, 2017. *Held on suspense in the Assembly Appropriations Committee.*

AB 2211 (Limón) California Green Business Program Dead

Would have relocated the California Green Business Program from the Department of Toxic Substances Control (DTSC) to the CalEPA. The California Green Business Program would have provided support and assistance to green business certification programs operated by local governments that certify small- and medium-sized businesses that voluntarily adopt environmentally preferable business practices, including increased energy efficiency, reduced GHG emissions, pollutant emissions reductions, water conservation, and waste reduction. *Held on suspense in the Senate Appropriations Committee.*

AB 2246 (Friedman) Personal Vehicle Sharing Programs Dead

Would have provided, for purposes of the Consumer Automotive Safety Recall Act, that personal vehicle sharing programs, as defined, are deemed included in the various rules and regulations that apply to rental companies and rental car companies as those terms are defined. *Died without a hearing in the Assembly Judiciary Committee.*

AB 2251 (Melendez) Audit for Duplicative State Programs Dead

Would have required the California State Auditor's Office to conduct a statewide audit of State agencies, as defined, by December 31, 2019, and every ten years thereafter, to identify State programs that duplicate federal programs and recommend the elimination of such duplicate programs. The bill would have declared the Legislature's intent to enact legislation providing that funding for eliminated programs be allocated to California taxpayers as a State income tax credit refund. The bill also would have required each State agency to conduct an agencywide evaluation of each employee's performance every ten years, at a minimum, with the first evaluation completed by December 31, 2019. *Died without a hearing in the Assembly Accountability and Administrative Review Committee.*

AB 2252 (Limón) State Grants: State Grant Administrator Chapter 318

Enacts the Grant Information Act of 2018, which requires the California State Library, on or before July 1, 2020, to create an internet web portal for funding opportunities that provides a centralized location for grant seekers to find State grant opportunities. This bill requires each State agency, including CARB, on or before July 1, 2020, to register every grant it administers with the California State Library prior to commencing a solicitation or award process for distribution of the grant. The bill also requires applicable State agencies, on or before July 1, 2020, to provide for the acceptance of electronic applications for any grant they administer, as appropriate. Additionally, the bill requires the California State Library to submit an annual report to the Legislature relating to the effectiveness of the internet web portal.

AB 2267 (Wood)	CEQA: Disaster-Stricken Area Exemption	N/A
<p>Would have exempted from the requirements of CEQA, a proposed residential housing project to replace or reconstruct wildfire-damaged housing that may increase the density of residential units by up to 50 percent and that is located in an area in which a wildfire-related state of emergency has been proclaimed by the Governor, provided the proposed project meets specified requirements. <i>Amended to deal with streamlined judicial review for the Sonoma County Renewal Enterprise District.</i></p>		
AB 2278 (Berman)	Renewable Energy Self-Generation Program	Dead
<p>Would have modified an existing renewable energy distributed generation program available to local governments, known as the Renewable Energy Self-Generation program, to lock in the rate of credits program participants could receive for energy they produce. <i>Held on suspense in the Assembly Appropriations Committee.</i></p>		
AB 2304 (Holden)	Reduced Fare Transit Pass Programs: Report	Dead
<p>Would have requested the University of California Institutes of Transportation Studies to prepare and submit a report to the Governor and specified committees of the Legislature, on or before January 1, 2020, detailing the reduced fare transit pass programs in California that are administered by a public transit operator, California college or university, or any other entity, as specified. <i>Held in the Senate Rules Committee.</i></p>		
AB 2336 (Salas)	Schoolbuses: Retrofit and Replacement	Dead
<p>Would have required CARB to prioritize the retrofit or replacement of the most polluting and oldest schoolbuses that operate in air districts that are designated as federal extreme nonattainment, followed by small air districts, and then medium air districts, as specified. <i>Died without a hearing in the Senate Environmental Quality Committee.</i></p>		
AB 2346 (Quirk)	Utilities: Wildfire Memorandum Accounts	Vetoed
<p>Would have required CPUC to authorize an electrical corporation, upon request, to establish a wildfire expense memorandum account for incremental unreimbursed costs relating to California wildfires that occur on or after January 1, 2015, and to record certain costs in those accounts. The bill would have require the recovery in rates of those costs to be subject to review by, and the determination of, CPUC, as specified.</p>		
AB 2364 (Bloom)	Density Bonus	N/A
<p>This was a spot bill related to housing developments. <i>Amended to deal with rent control.</i></p>		
AB 2365 (Acosta)	Emissions Standards: Crane Exemption	Dead
<p>Would have exempted an engine used to power a crane of any size that is used for on-road or off-road purposes, from any regulation requiring the installation of air pollution control technology. The exemption would not have applied to a new owner or transferee of a crane whose engines previously qualified for the above exemption. The bill would have required the</p>		

seller or transferor to notify CARB upon the sale or transfer of such a crane. *Failed passage in the Assembly Transportation Committee.*

AB 2371 (Carrillo) Water Use Efficiency: Landscape Irrigation Chapter 867

Requires the Contractors' State License Board to confer with specified entities to determine, before revision of the landscaping contractor examination, whether any updates or revisions to the examination are needed to reflect new and emerging landscape irrigation efficiency practices.

AB 2372 (Gloria) Housing Density: Floor Area Ratio Bonus Chapter 915

Authorizes a city council or county board of supervisors to establish a procedure by ordinance to grant a developer of an eligible housing development, upon the request of the developer, a floor area ratio bonus, calculated as provided, in lieu of a density bonus awarded on the basis of dwelling units per acre. The bill defines "eligible housing development" as a development that meets specified criteria related to residential use or mixed use, location, zoning, replacement of units, and affordability.

AB 2377 (Irwin) Technical Assistance Grant Program Chapter 868

Requires CDFA to establish a technical assistance grant program for applicants of three Climate Smart Agriculture programs: the Healthy Soils Program, the Alternative Manure Management Program, and the State Water Efficiency and Enhancement Program. The bill also requires the Secretary of CDFA to make available to the technical assistance grant program, at least five percent, but not more than \$5 million, of GGRF funds appropriated to the three Climate Smart Agriculture programs and ensure that at least a quarter of this funding goes to technical assistance for "socially disadvantaged farmers or ranchers," as defined.

AB 2378 (Salas) GGRF Report Dead

Would have required CARB, in consultation with DPH, to submit a report quantifying the public health impacts for each program that received GGRF funds through January 1, 2020, as a part of DOF's Cap-and-Trade Auction Proceeds Annual Report to the Legislature. *Held in the Senate Rules Committee.*

AB 2381 (Carrillo) Enhanced Certification, Audit, and Compliance Chapter 713

Requires CARB to enhance its certification, audit, and compliance activities for new motor vehicles to detect defeat devices or other software used to evade emissions testing. Such activities must include increased use of in-use and real-world conditions emissions testing. The bill authorizes CARB to impose fees on new motor vehicle manufacturers to recover the reasonable costs of the bill's additional activities, and caps the total amount of fees collected at \$5 million, with adjustments for inflation. The bill also specifies monetary penalties for late payment of AB 2381 fees, and specifies that fees and penalties be deposited in the Certification and Compliance Fund and the Air Pollution Control Fund, respectively.

AB 2407 (Ting) Lithium-Ion Vehicle Batteries: Advisory Group Dead

Would have required the Secretary for Environmental Protection, on or before April 1, 2019, to convene the Lithium-Ion Car Battery Recycling Advisory Group to review, and advise the Legislature on, policies pertaining to the recovery and recycling of lithium-ion batteries sold with motor vehicles in the State. The Secretary for Environmental Protection would have been required to appoint members to the committee from specified departments, vocations, and organizations. *Died without a hearing in the Senate Environmental Quality Committee.*

AB 2418 (Mullin) Smart Cities Challenge Grant Program Dead

Would have established the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs. The bill also would have required CTC to form the California Smart City Challenge Workgroup on or before July 1, 2019, to provide CTC with guidance on Program matters, as specified. The bill would have required CTC, in consultation with the Workgroup, to develop guidelines on or before March 1, 2020, for the Program, which would not be subject to the Administrative Procedure Act, and to revise the guidelines as necessary. The bill would make implementation of the Program contingent upon an appropriation in the annual budget act. *Held on suspense in the Assembly Appropriations Committee.*

AB 2434 (Bloom) Health in All Policies Program Dead

Would have codified SGC's existing Health in All Policies Program. The bill would have identified the purpose of the Program as incorporating health, equity, and sustainability considerations into decision-making across sectors and policy areas. The bill would have required SGC, in collaboration with DPH, to perform specified tasks, including publishing a triennial report outlining its recommendations for programs, policies, and practices that State agencies can undertake to advance health, equity, and Program goals, as well as outlining the progress toward these recommendations. *Held on suspense in the Senate Appropriations Committee.*

AB 2447 (Reyes) CEQA: Environmental Justice Vetoed

Would have established additional CEQA requirements for classes of industrial or similar projects identified by the Office of Environmental Health Hazard Assessment that are located within one-half mile of a disadvantaged community. The bill also would have required the lead agency to provide CEQA notices by direct mail to all owners and occupants of property within one-half mile, and all schools within one mile, of the project in all "threshold" languages for the area, and to call at least one local, evening scoping meeting, as specified, to describe the project and take public comments.

AB 2453 (Garcia, E.) Air Pollution: Schools Chapter 714

Authorizes a school or school district located in a community with a high cumulative exposure burden, as identified under the community emissions reduction program established by AB 617, to work with local air districts to identify school sites in need of air quality improvements. Such school sites are eligible under the bill for a grant, as part of a community emissions reduction program, to implement air quality mitigations, including air filter upgrades or installations, or

vegetation buffer planting. The bill also provides that a school modernization grant under the Leroy F. Greene School Facilities Act of 1998 may be used to limit pupil exposure to harmful air pollutants by updating air filtration systems, and states the provision is declaratory of existing law. This bill is contingent upon appropriation by the Legislature.

AB 2470 (Grayson) Invasive Species Council of California N/A

Would have codified the Invasive Species Council of California and established the California Invasive Species Advisory Committee to assist in a comprehensive effort to suppress and eradicate invasive species in California. The bill also would have created The Invasive Species Fund in the State Treasury to be used for invasive species projects that reduce greenhouse gas emissions. In addition, the bill would have transferred specified GGRF funds to the Invasive Species Fund to be expended, as specified. *Amended to delete GGRF funding.*

AB 2475 (Ting) State-Owned Property: Sustainable Landscaping Dead

Would have required DGS to review, at least every five years, any existing regulations and practices for sustainability, energy efficiency, and water efficiency requirements for landscapes on State-owned real property to ensure those regulations and practices reflect the most current sustainability and efficiency standards available. *Died without a hearing in the Senate Governmental Organization Committee.*

AB 2492 (Salas) Medium-Duty Vehicles: Pilot Program Dead

Would have directed CARB to adopt a pilot program, administered by local air districts designated as federal extreme nonattainment, to provide incentives for emissions repairs and to reduce GHG emissions of class 3 medium-duty trucks that have a gross vehicle weight rating between 10,000 and 14,000 pounds. The bill would have required CARB to adopt guidelines for the program that are modeled after existing, successful emissions testing programs and operate, to the extent feasible, with the Enhanced Fleet Modernization Program. The bill would have authorized, upon appropriation by the Legislature, GGRF as a funding source for this project. *Held on suspense in the Assembly Appropriations Committee.*

AB 2506 (Burke) State Vehicle Fleet: Near-Zero Emission Vehicles Dead

Would have required, beginning January 1, 2022, that at least 15 percent of new vehicles with a gross vehicle weight rating of 19,000 pounds or more purchased by DGS or other State entities for the State fleet must be fueled with renewable natural gas. If the requirement cannot be met by January 1, 2023, the bill would have required DGS to make the finding at a public hearing and notify the Legislature. In addition, the bill would have required DGS to conduct, in consultation with CARB, a technical assessment that included a plan to address the barriers to achieving the requirement. The bill also would have provided relief if the requirements could not be met. *Held on suspense in the Assembly Appropriations Committee.*

AB 2515 (Reyes) Electricity and Gas Rates Dead

Would have expanded the information an electrical or gas corporation is required to provide to its customers when applying to CPUC for a rate increase. *Held on suspense in the Assembly Appropriations Committee.*

AB 2518 (Aguiar-Curry) Innovative Forest Products and Mass Timber Chapter 637

Requires CAL FIRE, in consultation with the State Board of Forestry and Fire Protection, on or before January 31, 2020, to identify barriers to in-state production of mass timber and other innovative forest products and develop solutions that are consistent with the State's climate objectives on forest lands. The bill also requires the Forest Health Task Force established pursuant to Executive Order B-52-18 or its successor entity, in consultation with specified State entities and other stakeholders, to develop recommendations for siting additional wood product manufacturing facilities in the State on or before July 1, 2020.

AB 2528 (Bloom) Climate Adaptation Vetoed

Would have added three new sectors to the climate adaptation strategy: the land use and community development sector; the climate justice sector; and the parks, recreation, and California culture sector.

AB 2530 (Melendez) Bonds: Transportation Dead

Would have provided that no further bonds be issued or sold 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 early improvement projects in the Phase I blended system. The bill would have redirected specified unspent high-speed rail bond funding, in part, to the purchase of school buses for public school children. *Failed passage in the Assembly Transportation Committee.*

AB 2534 (Limón) Oil and Gas N/A

This was a spot bill that would have made nonsubstantive changes to provisions related to the production of natural gas. *Amended to deal with increased participation in environmental educational experiences by underserved and at-risk populations at State parks and on public lands.*

AB 2548 (Friedman) Commute Benefits: Los Angeles County Chapter 173

Authorizes the Los Angeles County Metropolitan Transportation Authority to adopt, and revise as necessary, a commute benefit ordinance that requires covered employers operating within the Authority's area with a specified number of employees to offer certain employees commute benefits, as specified. The bill prohibits the ordinance from affecting employers covered by certain South Coast AQMD rules or regulations. The bill also requires the Authority, before January 1, 2022, to submit a report to the transportation policy committees of each house of the Legislature and the Senate Committee on Environmental Quality on the progress and success of the program.

AB 2551 (Wood) Prescribed Burning Operations: Watersheds Chapter 638

Authorizes the Director of CAL FIRE to enter into agreements with entities that have legal control of any property to conduct joint prescribed burning operations, as specified, that serve the public interest and are beneficial to the State. The bill also coordinates policies and actions by allowing the California Natural Resources Agency and CalEPA to develop a plan for forest and watershed restoration investments to improve watershed function and resilience, water quality supply and reliability, forest carbon stores, wildlife habitat, and climate adaptation in the area that supplies the Shasta, Oroville, and Trinity reservoirs.

AB 2564 (Rodriguez) Civil Penalties: Glider Vehicles Chapter 372

Imposes a minimum civil penalty of \$25,000 on any person who operates a glider vehicle that is not compliant with established California emissions standards. The bill also defines “glider kit” and “glider vehicle.”

AB 2569 (Arambula) Electricity Rates Dead

Would have prohibited CPUC from requiring or authorizing an electrical corporation to employ default time-of-use rates for residential customers in hot climate zones who are projected to experience bill increases of at least 20 percent in two or more summer months, except with the customers’ affirmative consent. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 2572 (Calderon) Pupil Health and Air Quality Dead

Would have mandated that a school district require pupils to remain indoors during defined “outdoor time” during normal school hours when the applicable local air district has issued a public alert for an unhealthy, very unhealthy, or hazardous air quality day, as defined by U.S. EPA for purposes of the Air Quality Index. *Died without a hearing in the Assembly Education Committee.*

AB 2604 (Cunningham) CPUC Dead

Would have prohibited an employee of a public utility from serving as a CPUC commissioner within two years after leaving the employment of the utility. *Held at the Assembly Desk.*

AB 2631 (Allen, T.) Affordable Housing: Streamlined Approval Dead

Would have authorized an application for a development to be subject to a streamlined, ministerial approval process if the development meets specified objective planning standards, such as the development contains fewer than 25 residential units and provides housing for persons and families of low or moderate income. *Died without a hearing in the Assembly Local Government Committee.*

AB 2636 (Garcia, E.) Environmental Justice Fund Dead

Would have created the Environmental Justice Fund, into which the Attorney General would be authorized to deposit money from various special funds, settlements, and penalties not otherwise

required by law to be credited to another fund. The bill would have required that the Environmental Justice Fund be used, upon appropriation by the Legislature, by the Attorney General to provide additional support for investigations and litigation intended to protect communities that endure a disproportionate share of environmental pollution, and to promote the fair treatment of people of all races, cultures, and incomes with respect to the implementation and enforcement of environmental laws, regulations, and policies. *Died without a hearing in the Senate Environmental Quality Committee.*

AB 2638 (Gray) Autonomous Vehicles Dead

Would have provided that roads located within the boundaries of the Castle Commerce Center in the County of Merced are not public roads for purposes of any regulatory requirement to report incidents of disengaging the autonomous mode when a failure of the technology is detected or it interferes with safe vehicle operation. *Died without a hearing in the Assembly Transportation Committee.*

AB 2645 (Patterson) GGRF: Forestry and Fire Prevention Dead

Would have continuously appropriated \$74,805,000 from GGRF annually to CAL FIRE, beginning in fiscal year 2019-2020, for purposes of fire prevention activities that reduce GHG emissions. The bill also would have continuously appropriated \$450,000,000 from GGRF annually to CAL FIRE, beginning in fiscal year 2019-2020, for State and local programs and projects, such as healthy forest and fire prevention programs and projects that improve forest health and reduce GHG emissions or for vegetation management projects that reduce GHG emissions and maximize certain co-benefits, to be allocated as specified. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 2671 (Fong) Legislative Review and Regulatory Review Dead

Would have provided that the effective date of a regulation does not apply if the Legislature passes a statute to override the regulation, and would have required the Office of Administrative Law to provide the Legislature with a copy of each major regulation submitted for filing with the Secretary of State. The bill would have required, by January 1, 2021, each State agency to review all of its regulations for duplicative, overlapping, inconsistent, or out-of-date regulations and take specified actions. The bill also would have required overseeing agencies to notify their boards, departments, or other units, of regulations that are duplicative, overlapping, or inconsistent with those adopted by another department, board, or unit within the agency. *Held on suspense in the Assembly Appropriations Committee.*

AB 2672 (Patterson) AB 32: Wildfires Dead

Would have required CARB, in consultation with CAL FIRE, to annually report the following to the Legislature: (1) an estimate of annual GHG emissions associated with State wildfires burning 10,000 acres or more; (2) a direct comparison of these wildfire emissions to GHG emissions offset by applicable CARB regulatory programs; and (3) a list of the amount of GGRF funds appropriated and allocated for vegetation management or fire risk reduction activities. *Held on suspense in the Assembly Appropriations Committee.*

AB 2693 (Quirk) Natural Gas-Fired Generating Units N/A

Would have required CPUC to assess natural gas-fired generating units of power plants in the CAISO territory and develop a plan to ensure there are a sufficient amount of gas plants to ensure electric grid reliability and these gas plants are adequately funded to remain operational. *Amended to deal with communications during a fire- or natural disaster-related state of emergency.*

AB 2695 (Ting) Energy Storage Systems Dead

Would have authorized an additional annual collection of not more than \$140 million by the three largest electrical corporations to provide for energy storage systems, as specified. The bill would, beginning January 1, 2019, have required that CPUC direct those corporations to reserve not less than 40 percent of the additional funds collected, for those corporations to develop, own, and operate energy storage system projects located within, and benefiting customers in, low-income communities, low-income households, or multifamily residences. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 2712 (Allen, T.) Bonds: High-Speed Rail Dead

Would have required that no further bonds be sold 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 the Phase 1 blended system. *Failed passage in the Assembly Transportation Committee.*

AB 2726 (Levine) AB 32: Consumption-Based Accounting Dead

Would have required CARB to establish, and update every three years, an inventory of GHG emissions on a consumption-based accounting basis that accounts for GHGs associated with products consumed within California and excludes GHGs associated with products produced in California that are consumed outside the State. *Held on suspense in the Assembly Appropriations Committee.*

AB 2749 (Bonta) State Accessibility and Mobility Standards Vetoed

Would have required, before January 1, 2020, each State agency to post a certification signed by the State agency's director and chief information officer stating they have determined the State agency website is mobile-friendly, as defined. The bill would have required this certification before July 1, 2021, and biennially before July 1, thereafter. The bill would have prohibited, subject to the accessibility standard and mobile friendly requirement deadlines, a State agency's public website from becoming operational and continuing to be operational unless it is mobile-friendly and accessible by persons with disabilities.

AB 2753 (Friedman) Density Bonus Application Chapter 921

Requires a city or county to provide an applicant for a housing density bonus with a determination as to the amount of density bonus and any parking ratios requested by the applicant for which the development is eligible, and whether the applicant has provided adequate

information to make a determination as to any incentives, concessions, or waivers or reductions of development standards requested by the applicant.

AB 2782 (Friedman) CEQA Chapter 193

Authorizes lead agencies, in describing and evaluating projects, to consider the specific economic, legal, social, technological, or other benefits of, and the negative impacts of denying, the project.

AB 2787 (Quirk) Bulk Energy Storage Procurement Dead

Would have required CAISO to procure 1,000 to 2,000 megawatts of capacity from long duration energy storage projects by December 31, 2019, and allocate the costs to all load-serving entities within the CAISO-controlled electrical grid. *Died on the Senate Inactive File.*

AB 2797 (Bloom) Planning and Zoning: Density Bonuses Chapter 904

Requires that any density bonus, concessions, incentives, waivers or reductions of development standards, and parking ratios to which an applicant is entitled under the Density Bonus Law be permitted in a manner that is consistent with that law and the California Coastal Act of 1976.

AB 2806 (Oberholte) EV Charging Station Violations: Exceptions Dead

Would have allowed a vehicle with a special license plate or placard and equipped as specified for a person with a disability to park in an EV charging stall or space without connecting the vehicle for charging purposes. *Died without a hearing in the Senate Transportation and Housing Committee.*

AB 2809 (Patterson) RPS: Hydroelectric Generation Facilities Dead

Would have revised the definition of an eligible renewable resource under RPS to include large hydroelectric generation facilities greater than 30 megawatts. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 2814 (Gray) RPS: Hydroelectric Generation Facilities Dead

Would have revised the definition of an eligible renewable resource under RPS to include large hydroelectric generation facilities greater than 30 megawatts. *Died without a hearing in the Assembly Utilities and Energy Committee.*

AB 2831 (Limón) Energy Management Programs Chapter 590

Requires CPUC to ensure that adequate outreach is conducted to ensure that small business customers can fully participate in energy demand management programs.

AB 2832 (Dahle) Lithium-Ion Car Battery Recycling Chapter 822

Requires the Secretary for Environmental Protection, by April 1, 2019, to convene the Lithium-Ion Car Battery Recycling Advisory Group to review, and advise the Legislature on,

policies pertaining to the recovery and recycling of lithium-ion batteries sold with motor vehicles in the State. The bill requires the Secretary for Environmental Protection to appoint members to the Advisory Group from DTSC, CalRecycle, and various industries and organizations. The bill requires the Advisory Group to consult with relevant universities and research institutions, and, by April 1, 2022, to submit policy recommendations to the Legislature aimed at ensuring lithium-ion batteries in the State are reused or recycled at end-of-life in a safe and cost-effective manner. The bill repeals these provisions on January 1, 2027.

AB 2842 (Bigelow) Wood Products Dead

Would have required CAL FIRE to develop the California Wood Innovations Small Grants Program to provide grants and low-interest loans or loan guarantees, upon appropriation by the Legislature for these purposes, to entities that expand the use of wood products and increase in-state wood produce processing and manufacturing for projects to improve forest health and reduce GHG emissions. The bill also would have made available up to \$20 million from GGRF, upon appropriation, to the Governor’s Office of Business and Economic Development for grants, loans, and loan guarantees for projects approved by CAL FIRE and CARB that reduce GHG emissions by adding capacity for in-state wood products from forest and vegetation management activities intended to reduce the risk and intensity of wildfires. *Held on suspense in the Assembly Appropriations Committee.*

AB 2851 (Grayson) Regional Traffic Signal Optimization N/A

Would have required each city located within the jurisdiction of a metropolitan planning organization to develop and implement a traffic signal optimization plan, as specified. The bill also would have appropriated \$2 million from GGRF for fiscal year 2019-2020 to Caltrans for deposit in the Traffic Signal Optimization Fund—established by this bill—to be awarded on a competitive basis to cities that could achieve the greatest per capita reduction of GHG emissions through the implementation of their traffic signal optimization plans; eligible cities would have been required to provide matching funds. *Amended to deal with lead-based paint on or in private or public residential properties or structures.*

AB 2856 (Melendez) CEQA: Housing Development Projects Dead

Would have prohibited a court from staying or enjoining the siting, construction, or operation of housing development projects, as defined, unless the court makes specified findings. *Failed passage in the Assembly Natural Resources Committee.*

AB 2865 (Chiu) HOT Lanes: Highway 101 Chapter 501

Authorizes the Santa Clara Valley Transportation Authority to apply to CTC, pursuant to specified provisions, to conduct, administer, and operate HOT lanes or other toll facilities on State Highway Route 101 and a specified portion of State Highway Route 280 in the City and County of San Francisco, if the San Francisco County Transportation Authority approves the facilities before the Santa Clara Valley Transportation Authority submits an application to CTC for approval.

AB 2877 (Mathis) Incentives: Nonemergency Medical Transport Dead

Would have required CARB to develop and implement a program to provide grants to a rural county with a total population of less than 250,000 or a public transit operator located in such a rural county for the purchase, operation, and maintenance of near-zero emission or zero emission vehicles to provide seniors and disabled populations located in that rural county with nonemergency medical transportation services. The bill would have authorized CARB to expend funds appropriated by the Legislature from GGRF to implement the program. *Held on suspense in the Assembly Appropriations Committee.*

AB 2885 (Rodriguez) Clean Vehicle Rebate Project Chapter 366

Requires CARB, as part of the Clean Vehicle Rebate Project, to provide outreach to low-income households and low-income communities to increase consumer awareness of the Project. The bill also requires CARB to prioritize rebate payments to low-income applicants until January 1, 2022.

AB 2886 (Daly) Public Utilities: Definition N/A

This was a spot bill that would have made nonsubstantive revisions to the definition of a “public utility” in the Public Utilities Act. *Amended to deal with the Public Employment Relations Board.*

AB 2902 (ASM ES&TM) Hazardous Substances Chapter 721

Among other things, revises the definition of “aboveground storage tank” to include a container that meets those same specifications. This bill also revises the definition of “tank in an underground area” to mean a stationary storage tank that meets those same specifications and requirements, and makes other revisions to that definition.

AB 2908 (Berman) Tire Recycling: Regulatory Fee Vetoed

Would have required, until January 1, 2024, and upon a specified finding by CalRecycle, a waste tire generator, as defined, to pay a California tire regulatory fee and to remit that fee to the State on a quarterly schedule for deposit in the California Tire Recycling Management Fund. The bill would have required CalRecycle to track revenue from the California tire regulatory fee separately and would have prohibited those funds from being used for activities other than those specified.

AB 2913 (Wood) Building Permits Expiration Chapter 655

Provides that a permit remains valid for purposes of the California Building Standards Law if the work on the site authorized by that permit commences within 12 months after its issuance, unless the permittee has abandoned the work authorized by the permit. This extension of the permit for site-built construction matches existing permit timelines granted to manufactured housing.

AB 2940 (Caballero) Diesel-Fueled Commercial Vehicle Emissions Dead

Would have added low-use vehicles that do not exceed 5,000 miles annually and agricultural vehicles to the list of vehicles exempted from DMV's prohibition on the registration of vehicles that are not compliant with CARB's Truck and Bus Regulation. The bill also would have required DMV to issue a temporary permit within 48 hours of a determination of noncompliance with current emissions requirements. *Died without a hearing in the Assembly Transportation Committee.*

AB 2951 (Gloria) Commute Benefit Policies Dead

This was a spot bill related to commute benefits for employers operating within the common bounds of the Metropolitan Transportation Commission and the Bay Area AQMD. *Held at the Assembly Desk.*

AB 2958 (Quirk) Teleconference by Advisory Body Chapter 881

Authorizes, for a State body that is an advisory board, advisory commission, advisory committee, advisory subcommittee, or similar multimember advisory body, an additional way of holding a meeting by teleconference, as prescribed, provided it also complies with all other applicable requirements of the Bagley-Keene Open Meeting Act.

AB 2971 (Calderon) Regulatory Review Dead

Would have required, by January 1, 2021, that each State agency review all provisions of the Code of Regulations adopted by that State agency, and identify any regulations that are duplicative, overlapping, inconsistent, or out-of-date. The bill also would have required a report to the Governor and the Legislature on the State agency's regulation review, including the number and content of regulations the State agency identified as duplicative, overlapping, inconsistent, or out-of-date, as well as the State agency's planned actions to address those regulations. The bill would have repealed these provisions on January 1, 2022. *Held on suspense in the Assembly Appropriations Committee.*

AB 3000 (Friedman) Tax Exemption: Retail Hydrogen Vehicle Fuel Dead

Would have exempted, on and after January 1, 2019, and before January 1, 2030, retail hydrogen vehicle fuel, as defined, from taxes the gross receipts from its sale, storage, use, or other consumption in California. *Held on suspense in the Assembly Appropriations Committee.*

AB 3001 (Bonta) Zero-Emissions Buildings and Heat Sources Dead

Would have required CEC to provide compliance incentive credit for measures that result in reduced GHG emissions beyond those CEC has determined to be cost-effective. The bill would have required CEC, for the year 2022 and thereafter, to require new residential and nonresidential buildings to be electric-ready buildings and to develop standards pursuant to which GHG emissions associated with new residential and nonresidential buildings can be reduced in a cost-effective manner. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 3012 (Gallagher) Coastal Climate Change Projects Chapter 657

Expands the list of goals the State Coastal Conservancy is to prioritize in awarding grants to public agencies and nonprofit organizations to include reducing flood risk and enhancing fish and wildlife habitat.

AB 3015 (Caballero) State Freight Plan: Marine Terminals Dead

Would have required the State freight plan that is due on or before December 31, 2024, to include, among other things, consideration of the costs, cost effectiveness, and timelines for the development of publicly owned freight-related transportation infrastructure investment necessary to support the transition to zero emission and near-zero emission cargo handling equipment at California seaports and railyards. The bill would have required CARB to develop a technical report including an evaluation of costs, cost effectiveness, cost-benefit analyses, emission reductions, and benefits to disadvantaged communities, as they relate to the transition to zero emission and near-zero emission cargo handling equipment. The bill also would have required CARB to consider and incorporate the findings of the technical report in updates of the Scoping Plan occurring on and after July 1, 2023. *Held on suspense in the Assembly Appropriations Committee.*

AB 3020 (Flora) CEQA: Exemption Dead

Would have exempted, from CEQA requirements, projects undertaken, carried out, or approved by a public agency to maintain, repair, restore, demolish, or replace properties or facilities damaged or destroyed as a result of fire, flood, or other disaster in a disaster-stricken area, and revised the existing emergency exemption by repealing the requirement that it apply only in an area where the Governor has declared an emergency. The bill also would have exempted specific actions necessary to reduce the threat or intensity of a wildfire from CEQA requirements. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 3023 (Medina) CEQA Dead

Would have required lead agencies to post the notices required by CEQA and any environmental review document for a project on their Internet Web sites, if any, or submit those notices and environmental review documents to the State Clearinghouse for inclusion in the database, as specified. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 3028 (Cervantes) Alternative Energy Financing Dead

This was a spot bill that would have made nonsubstantive changes to the California Alternative Energy and Advanced Transportation Financing Authority Act. *Held at the Assembly Desk.*

AB 3030 (Caballero) CEQA: Qualified Opportunity Zones Dead

Would have exempted from CEQA, a residential and mixed-use project that meets specified requirements, including at least 50 percent affordable housing and at least two-thirds of the square footage designated as residential; financed by a "qualified opportunity fund;" and satisfies specified environmental assessment and mitigation requirements. Prior to determining a project is exempt, the lead agency would have been required to determine the project proponent has met

all requirements; issue and publish a draft determination that the project is exempt; and hold a noticed public hearing on the project, as specified. The bill would have required the lead agency, if it determines that a project is exempt from CEQA under the above exemption and determines to approve or carry out the project, to file a specified notice with the Office of Planning and Research. *Held on suspense in the Senate Appropriations Committee.*

AB 3037 (Chiu) Community Redevelopment Law of 2018 Dead

Would have authorized a city or county to propose the formation of a redevelopment housing and infrastructure agency by adopting a resolution of intent that meets specified requirements, including that the resolution of intent include a passthrough provision and an override passthrough provision, as defined. The bill also would have required the city or county to submit that resolution in intent to each affected taxing entity, and would have authorized an entity that receives that resolution to elect to not receive a passthrough payment, as provided. *Held on suspense in the Assembly Appropriations Committee.*

AB 3059 (Bloom) Go Zone Demonstration Programs Dead

Would have authorized implementation of four Go Zone Demonstration Programs, as defined—two in northern California and two in southern California. The bill would have required Go Zone Demonstration Programs to prioritize, achieve, and be evaluated using certain performance criteria, including reduction in vehicle miles traveled, increased transit usage, and substantial benefits to low-income travelers. A participating jurisdiction would have been required to report to the Legislature at five- and ten-year intervals on the results of the program. *Died without a hearing in the Assembly Transportation Committee.*

AB 3070 (Carrillo) AB 32 Dead

This was a spot bill related to the requirement for CARB to consult with other states, the federal government, and other nations on the most effective strategies and methods to reduce GHG emissions, manage GHG control programs, and facilitate the development of integrated and cost-effective regional, national, and international GHG reduction programs. *Held at the Assembly Desk.*

AB 3079 (O'Donnell) California Port Efficiency Program Dead

Would have created the California Port Efficiency Program to fund projects that improve velocity, throughput, and reliability of port operations, as defined. Under the Program, Caltrans would have been required to select projects proposed by port authorities and regional transportation agencies, including projects that deploy digital industrial infrastructure to facilitate and streamline the exchange of data between supply chain participants, and projects designed to reduce truck visit times. *Held on suspense in the Assembly Appropriations Committee.*

AB 3097 (Salas) Smog Check: Report Dead

Would have required the annual Smog Check Report compiled by the Department of Consumer Affairs to include the number of vehicles for which the owners failed to renew their registration with DMV after failing a smog check. The bill would have required the Department of

Consumer Affairs to work with DMV and CARB to determine this number. *Held in the Senate Rules Committee.*

AB 3099 (Santiago) CEQA: Statute Of Limitations Dead

Would have shortened certain time periods in which a person is required to bring an action or proceeding challenging a public agency's action on the grounds the public agency violated CEQA requirements, as provided. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 3102 (Gray) Heavy-Duty Motor Vehicles N/A

This was a spot bill related to heavy-duty vehicle emission control equipment and fuels. *Amended to deal with lake or streambed alteration agreements and CEQA requirements.*

AB 3106 (Nazarian) Autonomous Vehicles Dead

This was a spot bill related to the testing of autonomous vehicles on public roads. *Held at the Assembly Desk.*

AB 3107 (Baker) Regulatory Authority Dead

This was a spot bill related to the requirement for CARB to adopt rules and regulations regarding mobile sources that will achieve the federal ambient air quality standards. *Held at the Assembly Desk.*

AB 3113 (Fong) AB 32 Dead

This was a spot bill related to the requirement for CARB to adopt regulations to require the reporting and verification of statewide GHG emissions and to monitor and enforce compliance with AB 32. *Held at the Assembly Desk.*

AB 3119 (Gonzalez Fletcher) Airport Mobility and Sustainability Plan Dead

Would have created the San Diego International Airport Mobility and Sustainability Committee, as prescribed, and would have required the Committee, by January 1, 2020, to prepare and submit to the governing board of the San Diego County Regional Airport Authority and the Legislature, a plan to address specific issues of mobility and sustainability that impact multiple public agencies, including, but not limited to, issues related to traffic congestion, unmet transit need of airport passengers and employees, and impacts of climate change and environmental factors, as specified. *Died without a hearing in the Senate Appropriations Committee.*

AB 3123 (Limón) Utilities Owned by Municipal Corporations Dead

This was a spot bill that would have made a nonsubstantive change to the provision defining "public utility." *Held at the Assembly Desk.*

AB 3132 (Chau) Autonomous Vehicles Dead

This was a spot bill related to the definition of, and testing of, autonomous vehicles on public roads. *Held at the Assembly Desk.*

AB 3146 (Holden) Oil and Gas Records and Testing Requirements Dead

Would have required the Department of Conservation's Division of Oil, Gas, and Geothermal Resources (DOGGR) to test plugged or abandoned wells to determine the presence of hydrocarbon emissions before the start of and after completion of physical work. The bill would have required, among other things, that well operators perform testing using federal Method 21 or an optical gas imaging instrument approved by CARB. The bill would have authorized DOGGR to consult with CARB on the development of alternate testing methodologies and required DOGGR to transmit testing results to local air districts and CARB. Finally, the bill would have required CARB and DOGGR to perform a joint analysis to determine the effectiveness and appropriateness of existing and planned measures to control emissions from idle and abandoned wells, and make the results of the analysis available on their websites by December 21, 2025. *Failed passage on the Assembly Floor.*

AB 3156 (Mullin) EV Charging Stations Dead

Would have clarified that the current definition of EV service equipment applies, regardless of whether it is necessary to tether the equipment to a vehicle to permit the transfer of electric energy. *Died without a hearing in the Assembly Transportation Committee.*

AB 3160 (Grayson) Fire Safety Dead

Would have required that \$2,500,000 of GGRF funds appropriated to CAL FIRE pursuant to a specified item of the Budget Act of 2018 be made available to the University of California for placing science advisors in underserved counties located in, or adjacent to, a State responsibility area, to build capacity to deliver structural hardening, defensible space, forest fire resiliency, and carbon sequestration, in consultation with all interested public and private entities, as specified. The bill would have authorized CAL FIRE to require supplemental reporting on the use and outcomes of those moneys as a condition of release of the funds, and would have required community safety reviews, as specified. *Died without a hearing in the Senate Natural Resources and Water Committee.*

AB 3165 (Friedman) Hydrogen-Fueled Vehicles Dead

Would have deleted the authorization for CEC to cease providing funding for hydrogen fueling stations upon determination, in consultation with CARB, that the private sector is establishing stations without the need for government support. *Held at the Assembly Desk.*

AB 3182 (Cooley) Oil and Gas: Well Abandonment Dead

Would have extended the time period from 1 year to 24 months to commence well abandonment operations before the notice to commence well abandonment is deemed canceled. *Died without a hearing in the Assembly Natural Resources Committee.*

AB 3187 (Grayson) Biomethane Rates: Interconnecting Chapter 598

Requires CPUC to open a proceeding no later than July 1, 2019, to consider options to promote the in-state production and distribution of biomethane, including whether to allow recovery in rates of the costs of investments for infrastructure.

AB 3201 (Daly) Clean Truck, Bus, & Off-Road Vehicle & Equip. Technology Dead

Would have added large-scale deployments of transit buses that meet current and future regulatory compliance obligations to the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program's list of eligible projects, required the annual framework and plan for the Program to be a three-year framework and plan, and revised the definition of zero emission and near-zero emission to include infrastructure that reduces GHG emissions and improves air quality when compared with conventional or fully commercialized alternatives. *Held on suspense in the Assembly Appropriations Committee.*

AB 3202 (Burke) RPS: Local Publicly Owned Electric Utilities Dead

Would have corrected an inaccurate cross-reference in the requirements pertaining to local publicly owned electric utilities pursuant to the California RPS Program. *Held at the Assembly Desk.*

AB 3227 (Burke) Natural Gas Pipeline Safety Dead

This was a spot bill that would have made a nonsubstantive change to requirements that the owner or operator of a CPUC-regulated gas pipeline facility provide CPUC with a valve location plan, along with any modifications to the valve location plan. *Held at the Assembly Desk.*

AB 3232 (Friedman) Zero-Emissions Buildings Assessment Chapter 373

Requires CEC to include in its 2021 Integrated Energy Policy Report, and all subsequent Reports, an assessment of the potential to reduce GHG emissions from residential and commercial building stock by at least 40 percent below 1990 levels by January 1, 2030. The bill requires CEC to consult with CARB, CPUC, and CAISO for this assessment.

ACA 21 (Mayes) Infrastructure Investment Fund Dead

Would have amended the California Constitution to create the California Infrastructure Investment Fund in the State Treasury. The measure would have required the Controller, beginning in fiscal year 2019-2020, to transfer from the General Fund to the California Infrastructure Investment Fund in each fiscal year an amount equal to 2.5 percent of the estimated General Fund revenues for that fiscal year, as provided, for specified infrastructure investments, including the funding of deferred maintenance projects. *Died without a hearing in the Assembly Budget Committee.*

ACA 32 (Brough) Motor Vehicle Fuel and Vehicle Operation Taxes Dead

Would have prohibited the Legislature from imposing, increasing, or extending any tax on the sale, storage, or consumption of motor vehicle gasoline or diesel fuel, as specified, unless that proposed tax is submitted to the electorate and approved by a majority vote. The bill would have required that any increase of those taxes after January 1, 2017, cease to be imposed unless the increase is approved by the electorate, as specified. *Held at the Assembly Desk.*

ACR 209 (Eggman) Compost Awareness Week Chapter 83

Designated May 6, 2018, through May 12, 2018, as Compost Awareness Week.

ACR 279 (Kalra) Plant-Based Diets Chapter 213

Encourages Californians to include more healthy plant-based foods in their diet to, among other things, improve efforts to protect and preserve the environment, such as reducing the impact on GHG emissions, improving water conservation, and reducing habitat degradation and deforestation.

AJR 29 (Limón) Oil and Gas: Offshore Drilling Operations Chapter 19

States the Legislature's support of the current federal prohibition on new oil and gas drilling in federal waters offshore California. In addition, the resolution declares opposition to the Trump administration's proposal to remove safety and environmental protections related to offshore drilling operations, and to the proposed leasing plan that would expose the State to new offshore drilling. The resolution also urges the United States Secretary of the Interior to remove California from that proposed leasing plan, and requests the Bureau of Ocean Energy Management to hold more than one public hearing on the plan in the State of California.

AJR 47 (Bloom) Climate Change and Coastal Resources Dead

Would have affirmed the Legislature's support for science-based action to conserve, protect, restore, and effectively manage California's coastal and ocean ecosystems, and would have urged federal and State government entities to take specified actions to preserve the State's ocean and coastal resources, as well as protect disadvantaged and low-income communities impacted by these challenges. *Held in the Senate Rules Committee.*

AJR 49 (Baker) Federal Clean Air Act Dead

Would have stated the Legislature's opposition to the proposed rulemaking amendments by U.S. EPA and the National Highway Traffic Safety Administration to adopt the Safer Affordable Fuel-Efficient Vehicles Rule and the proposed withdrawal by U.S. EPA of the January 9, 2013, waiver granted under the federal Clean Air Act that, if withdrawn, would prevent California from establishing appropriate emissions and air quality reduction standards. *Held at the Assembly Desk.*

AJR 50 (Reyes) Federal Clean Air Act Dead

Would have stated the Legislature’s support of the existing fuel economy and GHG emissions standards and California’s waivers under the federal Clean Air Act. This joint resolution would have declared that the Legislature would consider any, and all, appropriate actions to maintain vehicle emissions standards for the protection of public health, California residents, and the economy. The joint resolution also would have urged the President and Vice President of the United States, the Secretary of the United States Department of Transportation, and the Administrator of U.S. EPA to reject the Safer and Affordable Fuel Efficient Vehicles Proposed Rule for Model Years 2021 through 2026. *Held in the Senate Rules Committee.*

HR 117 (Muratsuchi) Plug-In Electric Vehicle Driver Bill of Rights Dead

Would have established the Plug-In Electric Vehicle Driver Bill of Rights and resolved that each State agency in California should incorporate the Plug-in Electric Vehicle Driver Bill of Rights into its policy framework. *Died without a hearing in the Assembly Transportation Committee.*

SENATE BILLS

SB 41 (Galgiani) Compliance with Truck and Bus Regulation Dead

Would have considered a person compliant with CARB's Truck and Bus Regulation if the person had expended money on equipment, technologies, or practices approved by CARB, as required by regulation, even if the CARB-approved equipment, technologies, or practices were subsequently found to be inadequate to achieve compliance with the Truck and Bus Regulation. *Died without a hearing in the Senate Environmental Quality Committee.*

SB 49 (De León) Environmental Defense Act Dead

Would have required State agencies to react to any weakening of federal regulations by promulgating replacement rules. Specifically, the bill would have required CARB to issue new rules whenever it determined a federal air rule had been weakened from the baseline federal standards in effect as of January 19, 2017. In addition, the bill would have established a new citizen suit opportunity on federal replacement rules, opening the courts to new litigation. *Held in the Assembly Rules Committee.*

SB 57 (Stern) Natural Gas Storage Moratorium Dead

Would have prohibited injection of natural gas into the Aliso Canyon Natural Gas Storage Facility prior to the completion and public release of a third-party root cause analysis of the 2015 Aliso Canyon gas leak, unless the Governor orders incremental injections to avoid or respond to an emergency situation, as specified. *Died on the Senate Inactive File.*

SB 64 (Wieckowski) Power Plant Emissions Dead

Would have required CARB to gather specified emissions and operations data on certain power facilities and make data available on its public website in a format that illustrates the changes of emissions, startups, shutdowns, and cycling over time. The bill would have required each local air district with a power plant facility to complete a report, as specified, on 2018 facility operations 18 months after CARB posts 2018 facility data on its website. The bill also would have required CPUC and CEC, with input from relevant State agencies and other stakeholders, to complete a study and make recommendations on how to reduce pollutant emissions from power facilities, as specified. The bill would have required CPUC to conduct this study as part of the integrated resources planning process, while CEC must incorporate the recommendations as part of the integrated energy policy report. *Failed passage on the Assembly Floor.*

SB 71 (Wiener) Solar Energy Systems N/A

Would have required CEC to consider requiring installation of a solar energy generation system on all new buildings. *Amended to deal with solid waste disposal.*

SB 93 (SEN B&FR) GGRF Appropriations Dead

Would have made appropriations to various State agencies from various funds, including the Greenhouse Gas Reduction Fund. *Died without a hearing in the Assembly Budget Committee.*

SB 99 (SEN B&FR) Transportation Dead

Would have provided various measures to accelerate projects relative to the Road Repair and Accountability Act of 2017 (SB 1, Chapter 5, Statutes of 2017). *Died without a hearing in the Assembly Budget Committee.*

SB 100 (De León) 100 Percent Clean Energy Act of 2018 Chapter 312

Increases the 2030 Renewables Portfolio Standard (RPS) target from 50 percent to 60 percent and incrementally increases procurement in the intervening years, starting in 2024. The bill also makes it the policy of the State that eligible renewable energy resources and zero carbon resources supply 100 percent of all retail sales of electricity to California end use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.

SB 101 (SEN B&FR) Charging Infrastructure Market Report Dead

Of interest to CARB, would have required the annual report to the Legislature prepared by the Governor-appointed lead agency 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 United States Department of Justice, to include an evaluation of how the investment plan for this money impacts the competitiveness of the charging infrastructure market. *Died without a hearing in the Assembly Budget Committee.*

SB 120 (SEN B&FR) Transportation N/A

Would have authorized the Secretary of Transportation to assume the responsibilities of the United States 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 would have provided 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 would have repealed these provisions on January 1, 2021. *Amended to deal with water conveyance.*

SB 181 (Berryhill) Repeal of Regulations Dead

Would have required a State agency proposing to adopt a new regulation to identify two existing regulations previously adopted by the State agency that would be repealed upon adoption of the new proposed regulation. The bill would have required the agency to additionally provide a proposal, as specified, for the repeal of the identified regulations, in accordance with SB 181. The bill would have required the 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.*

SB 196 (Cannella) Planning and Zoning Law Dead

This was a spot bill related to planning and zoning. *Held in the Senate Rules Committee.*

SB 210 (Leyva) Heavy-Duty Vehicles I&M Program Dead

Would have authorized CARB, in consultation with DMV, to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty on-road motor vehicles, as specified. In implementing the Heavy-Duty Vehicle Inspection and Maintenance Program, CARB could have required, among other things, a heavy-duty vehicle to pass a test procedure in order to register or operate in California. The bill would have required CARB to assess a fee to fund the Heavy-Duty Inspection and Maintenance Program, and would have authorized CARB to establish a penalty schedule. *Died without a hearing in the Assembly Transportation Committee.*

SB 251 (Cannella) Autonomous Vehicles: Pilot Project Dead

Would have allowed the County of Merced to conduct a pilot project for testing autonomous vehicles without a driver seated in the driver's seat and not equipped with a steering wheel, a brake pedal, or an accelerator, if the testing were conducted at the Castle Commerce Center, under certain conditions and within 180 days after the operative date of autonomous vehicle regulations promulgated by DMV. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 262 (Wieckowski) Climate Adaptation Advisory Council Dead

Would have specified that the members of the Climate Adaptation Advisory Council serve staggered four-year terms. The bill would have required members of the Climate Adaptation Advisory Council to select a chairperson from their members. *Held on suspense in the Assembly Appropriations Committee.*

SB 263 (Leyva) Climate Assistance Centers Dead

Would have required 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 Climate Assistance Centers and provide an annual report to the Legislature. *Held on suspense in the Senate Appropriations Committee.*

SB 264 (Nguyen) HOT Lanes: Orange County Dead

Would have required 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. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 308 (Wieckowski) Oil and Gas Definitions Dead

This was a spot bill related to definitions for the operator of a well or production facility. *Held in the Senate Rules Committee.*

SB 366 (Leyva) Green Tariff Shared Renewables Program Dead

Would have revised 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. The bill also would have allocated revenues from electric corporation GHG emissions allowances to fund the Renewable Energy for All Program. *Died without a hearing in the Assembly Utilities and Energy Committee.*

SB 369 (Hertzberg) Autonomous Vehicles Dead

Would have revised the current statutory definition of “autonomous vehicle” to specify that a vehicle equipped with a collision avoidance system, as specified, which is not capable of driving the vehicle without a human driver remaining fully engaged in the driving task, is not an autonomous vehicle. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 370 (Hertzberg) Solar Storms Dead

This was a spot bill that declared the intent of the Legislature to enact legislation to protect California ratepayers, businesses, and infrastructure from a catastrophe such as the solar Carrington Storm and make various findings and declarations relating to the Carrington storm, solar storms, and energy. *Held on suspense in the Senate Appropriations Committee.*

SB 377 (Monning) Lead-Based Paint Dead

Would have required DPH, 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. *Died on the Assembly Inactive File.*

SB 414 (Vidak) Transportation Bonds: Highway & Road Projects Dead

Would have prohibited 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 for early improvement projects in Phase 1. The bill also would have required 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.*

SB 415 (Vidak) High-Speed Rail Rights of Way Dead

Would have required 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 had not commenced. For real property or an interest in real property acquired or leased before January 1, 2018, the High-Speed Rail Authority would have been required to 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.*

SB 433 (Mendoza) Zero- and Low-Carbon Hydrogen Dead

Would have authorized 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 have authorized 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 have required the gas corporation to deliver any of that hydrogen procured from producers to end users through the pipeline system, and would have authorized CARB, CPUC, and CEC to approve the production of zero-carbon or low-carbon hydrogen for end uses. The bill would have required 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. *Died without a hearing in the Assembly Utilities and Energy Committee.*

SB 445 (Gaines) CEQA: Infill Development Dead

This was a spot bill related to CEQA exemption for a residential project located on an infill site within an urbanized area that meets specified criteria. *Held in the Senate Rules Committee.*

SB 465 (Jackson) Oil and Gas Supervisor N/A

Would have required 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. *Amended to deal with wildfire safety.*

SB 521 (Leyva) AB 32: Tire Inflation Dead

Would have extended the date through which an automotive service provider must check and inflate a vehicle's tires while performing automotive maintenance or repair service from January 1, 2018, to January 1, 2021. *Held in the Senate Rules Committee.*

SB 551 (Hueso) California Capital Access Loan Program Dead

Would have transferred 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. *Held on suspense in the Assembly Appropriations Committee.*

SB 555 (Morrell) Regulatory Review and Report Dead

Would have required a State agency to review and report on all regulations that it adopts or amends on and after January 1, 2018, and to submit the report to the Office of Administrative Law by May 1 immediately following five years after the date the regulation was adopted or

amended. The bill would have required 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.*

SB 588 (Hertzberg) Environmental Impacts of Rigs-to-Reefs Dead

Would have revised requirements of an existing program governing the partial removal of offshore oil structures, including adding air quality and GHG impacts to the criteria for determining net environmental benefit. *Died without a hearing in the Assembly Natural Resources Committee.*

SB 638 (Leyva) Heavy-Duty Vehicles I&M Program Dead

Would have required 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 would have specified the inspection procedure and frequency, emission standards, and actions the vehicle owner or operator must take to remedy noncompliance. The bill would have required a motor vehicle fleet to comply with emission standards in order for any vehicles to be registered with DMV. *Died without a hearing in the Senate Transportation and Housing Committee; bill concept was moved to SB 210.*

SB 659 (Stern) Alternative Energy Financing Dead

This was a spot bill that made nonsubstantive changes related to the California Alternative Energy and Transportation Financing Authority Act. *Held in the Senate Rules Committee.*

SB 660 (Newman) Aftermarket Parts Certification Funding Dead

Would have created, until January 1, 2026, the Aftermarket Parts Account within the Air Pollution Control Fund. This bill would have allowed public and private entities to deposit money into the Account, and the Legislature to 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. *Died without a hearing in the Assembly Transportation Committee.*

SB 699 (Galgiani) Jobs and Economic Improvement N/A

Would have extended the Jobs and Economic Improvement through Environmental Leadership Act of 2011 two years—until January 1, 2021. *Amended to address public employment.*

SB 700 (Wiener) SGIP Reauthorization Chapter 839

Extends authorization of SGIP, administered by CPUC, for an additional five years. In addition, CPUC must adopt requirements for energy storage systems to ensure GHG reductions and, starting in 2020, technologies utilizing nonrenewable fuels will no longer be eligible.

SB 713 (Anderson) Tanner Consumer Protection Act Dead

Would have expanded 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 would have made a commercial heavy-duty vehicle eligible to qualify for the presumptions and protections afforded by the Tanner Consumer Protection Act if the vehicle was new and within 18 months of delivery to the buyer or 100,000 miles on the vehicle odometer, whichever came first, and met other qualifying repair or out-of-service criteria. *Died without a hearing in the Senate Judiciary Committee.*

SB 715 (Delgado) Exemption: In-Use Off-Road Diesel Regulation Vetoed

Would have required CARB to exempt, except for labeling and reporting requirements, a vehicle owned or operated by a State-registered nonprofit apprenticeship training program from any regulation to reduce emissions of diesel particulate matter, oxides of nitrogen, or other criteria air pollutant from in-use off-road diesel-fueled vehicles. CARB could have delayed implementing the exemption if it found that the exemption would violate the State Implementation Plan required under federal law.

SB 745 (Stern) Vehicle Registration: Environmental Rebates Dead

Would have established the Climate Policy Rebate program and the Climate Policy Rebate Special Fund. The program would have provided rebates to offset the transportation improvement fee imposed on a vehicle. The bill also would have required 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 would have required the amount of an individual rebate to equal the transportation improvement fee imposed on a vehicle, and those rebates would be paid from the Climate Policy Rebate Special Fund to DMV, upon appropriation by the Legislature. *Held in the Senate Rules Committee.*

SB 760 (Wiener) Active Transportation Funding: Complete Streets N/A

Would have established a Division of Active Transportation within Caltrans and required that an undersecretary of the California State 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 would have required CTC to give high priority to increasing safety and implementing facilities for pedestrians and bicyclists. *Amended to deal with highway specifications.*

SB 771 (De León) CEQA: Continuing Education Dead

Would have established a continuing education requirement for public agency employees who have primary responsibility to administer CEQA, as specified. *Died on the Assembly Inactive File.*

SB 775 (Wieckowski) AB 32: Cap-and-Trade Program Dead

Would have established a market-based compliance mechanism of GHG emissions limits applicable on and after January 1, 2021, for covered entities, as defined, and would have required the program to set an initial minimum reserve price of \$20 per allowance and increase the reserve price by \$1.25 plus inflation, every quarter. The bill would have required the program to set an initial auction offer price of \$30 per allowance and increase the auction offer price by \$2.50 plus inflation, every quarter, and any allowances issued would have been good only for the year in which they were issued, and there would be no limits to the amount of allowances that could be issued in a single year. The bill would have established the Economic Competitive Assurance Program, to be administered by CARB, which would impose 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 would have created the California Climate Dividend Fund, to be administered by the Franchise Tax Board, and would have directed 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 would have created the California Climate Infrastructure Fund, created the California Climate and Clean Energy Research Fund, and set additional requirements for linking the California market-based compliance mechanism to mechanisms of other national or subnational governments. *Died without a hearing in the Senate Environmental Quality Committee.*

SB 782 (Skinner) Energy Data Transparency Chapter 684

Expands the types of buildings covered by CEC's Building Energy Benchmarking Program to include cottage-style buildings and requires utilities to accept a customer's electronic signature as consent to obtain access to the customer's energy use data.

SB 789 (Bradford) CEQA: Sports and Entertainment Project Dead

Would have exempted a sports and entertainment development project in the City of Inglewood from CEQA and instead, established specified administrative and judicial review procedures for the EIR and other CEQA requirements. *Held in the Assembly Natural Resources Committee.*

SB 819 (Hill) Electrical and Gas Corporations: Rate Recovery Vetoed

Would have prohibited an electrical corporation from recovering a fine or penalty through a rate approved by CPUC.

SB 827 (Wiener) Planning and Zoning: Housing Bonus Dead

Would have required a local government to, if requested, grant a development proponent of a transit-rich housing project a transit-rich housing bonus if that development at the time of submittal met specified planning standards, including complying with demolition permit requirements, complying with any local inclusionary housing ordinance, or if other conditions applied, as specified. The bill would have defined a transit-rich housing project as a residential development project, the parcels of which are all within a 1/2 mile radius of a major transit stop or a 1/4 mile radius of a stop on a high-quality bus corridor. The bill also would have required developers to provide certain benefits to residents displaced by the development. *Failed passage in the Senate Transportation and Housing Committee*

SB 828 (Wiener) Land Use: Housing Element Chapter 974
Makes changes to regional housing needs assessment requirements and procedures, as specified, including requiring the council of governments to provide data on the overcrowding rate for a comparable housing market, data on the percentage of households that are cost burdened, the rate of housing cost for a healthy housing market, and data on the projected household income growth.

SB 834 (Jackson) State Lands Leasing: Oil and Gas Chapter 309
Prohibits the State Lands Commission or a local trustee, as defined, of granted public trust lands from entering into any new lease or other conveyance authorizing new construction of oil- and gas-related infrastructure upon tidelands and submerged lands within State waters associated with Pacific Outer Continental Shelf leases issued after January 1, 2018. This bill also imposes public notice, comment, and process requirements should the State Lands Commission or a local trustee consider a lease renewal, extension, amendment, or modification to authorize the new construction of oil- and gas-related infrastructure associated with new federal leases.

SB 835 (Glazer) State Parks: Smoking Ban Vetoed
Would have prohibited smoking and the disposal of used cigar or cigarette waste in units of the State park system except for State coastal beaches, as defined, with limited exception. The bill would have provided that violation of the provision is an infraction punishable by a fine of up to \$25, and that enforcement would not start until appropriate signage is installed, as specified.

SB 836 (Glazer) State Beaches: Smoking Ban Vetoed
Would have established an infraction punishable by a fine of up to \$25 for a person to smoke, as defined, on a State coastal beach or to dispose of used cigar or cigarette waste on a State coastal beach unless the disposal is made in an appropriate waste receptacle.

SB 840 (Mitchell) Budget Act of 2018 Chapter 29
Makes fiscal year 2018-2019 budget appropriations, including GGRF funds, to support CARB and other State agencies. The bill also makes appropriations to CARB from other fund sources for various programs.

SB 848 (SEN B&FR) Budget Act of 2018 Chapter 46
Provides legislative direction for programs and activities funded by the 2018 Budget Act. Of interest to CARB, Section 7 of the bill revises expiration dates associated with Clean Air Vehicle Decals, which DMV issues to eligible advanced technology vehicles. The Clean Air Vehicle Decals program exempts eligible vehicles from occupancy requirements in HOV and certain HOT lanes.

SB 854 (SEN B&FR) Public Resources Chapter 51
Makes necessary statutory changes to implement the 2018 Budget Act. Four sections of the bill affect CARB. Section 11 authorizes CARB to provide advance payments for grant programs and

projects, under certain specified conditions. Section 12 authorizes CARB to adopt a schedule of fees to cover all or part of CARB's reasonable costs associated with the certification, audit, and compliance of off-road or non-vehicular engines and equipment, aftermarket parts, and emissions control components sold in California; CARB currently has no cost recovery authority for these activities. Section 13 creates the Certification and Compliance Fund to accept the fees CARB collects. Section 14 requires CARB to undertake a public process to review and streamline existing procedures for exempting aftermarket parts from anti-tampering laws, including the use of outside resources.

SB 856 (SEN B&FR) Budget Act of 2018 Chapter 30

Makes changes and corrections to the Budget Act of 2018, including appropriations from GGRF. Of interest to CARB, Section 20 appropriates \$30 million to CAL FIRE in fiscal year 2018-2019 for completing more prescribed fire and other fuel reduction projects through proven forestry practices, consistent with recommendations in the California Forest Carbon Plan. Of this \$30 million, up to \$7 million is available for emissions monitoring of wildfire and prescribed fire.

SB 862 (SEN B&FR) Budget Act of 2018 Chapter 449

Makes appropriations for support of State government, including GGRF funds to the Coastal Conservancy for the Climate Ready Program.

SB 893 (Nguyen) Planning and Zoning: Vehicular Parking Ratio Dead

Would have eliminated the reduced parking ratios for rental housing developments that are 100 percent affordable to lower-income families, upon the request of the developer, and would have eliminated the provision permitting a locality to reduce or eliminate parking requirements for development projects in any location. *Failed passage in the Senate Transportation and Housing Committee.*

SB 901 (Dodd) Wildfires Chapter 626

Establishes a framework to address issues related to wildfire prevention, response, and recovery through forestry and landscape management. The four sections of the bill that affect CARB include Sections 4, 43, 44, and 45. Section 4 directs CARB to develop a GHG quantification methodology for fuel reduction activities to meet GGRF accounting requirements; develop a baseline of GHG emissions from California's historic natural fire regime; and develop a report assessing GHG emissions from wildfire and forest management activities every five years. Section 43 requires utility companies to extend contracts with eligible biomass facilities to procure electricity. Section 44 revises the appropriation in the Budget Act of 2018 to the California Office of Emergency Services to support activities directly related to regional response and readiness. Section 45 appropriates, through fiscal year 2023-2024, two separate continuous appropriations from GGRF totaling \$200 million to CAL FIRE for purposes related to forest health, fire prevention, and fuel reduction, and prescribed burning.

SB 912 (Beall) Working Forest Management Plans N/A

This was a spot bill related to working forest management plans. *Amended to deal with management compensation at the California Housing Finance Agency.*

SB 936 (Allen, B.) Automated Vehicles Smart Planning Task Force Dead

Would have required the Office of Planning and Research (OPR) to convene an Automated Vehicles Smart Planning Task Force, consisting of representatives from the University of California, local government, and other specified entities. The bill would have required the Task Force to submit to relevant legislative policy committees, on or before January 1, 2021, recommendations to ensure that deployment of automated light-duty vehicles promotes and does not hinder specified State policies and objectives. The bill also would have stated various legislative findings and declarations related to automated vehicles. *Held on suspense in the Senate Appropriations Committee.*

SB 948 (Allen, B.) CEQA: Community Plans Dead

Would have authorized the Governor to certify updates to a community plan and the accompanying ordinances meeting specified requirements as being eligible for the CEQA streamlining benefits provided by the Jobs and Economic Improvement through Environmental Leadership Act of 2011. *Died without a hearing in the Senate Judiciary Committee.*

SB 957 (Lara) HOV Lanes: Vehicle Exemption Chapter 367

Authorizes DMV, beginning January 1, 2020, to issue a Clean Air Vehicle Decal to eligible low-income applicants for an eligible vehicle that has previously been issued a decal; the decals are valid until January 1, 2024. DMV may not issue another decal under low-income eligibility to any person who previously obtained a Clean Air Vehicle Decal for a vehicle prior to January 1, 2017. Finally, DMV must report to the Legislature, between January 1 and June 1, 2023, the number of decals issued pursuant to this direction.

SB 961 (Allen, B.) Infrastructure Financing Districts Chapter 559

Enacts the Second Neighborhood Infill Finance and Transit Improvements Act, which authorizes a city, county, or city and county to adopt a resolution, at any time before or after the adoption of the infrastructure financing plan for an enhanced infrastructure financing district, to allocate tax revenues of that entity to the district, including revenues derived from local sales and use taxes imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or transactions and use taxes imposed in accordance with the Transactions and Use Tax Law, if the area to be financed is within one-half mile of a major transit stop and certain conditions relating to housing and the infrastructure financing plan are or will be met. The bill also authorizes bonds to be issued for the purposes of the Second Neighborhood Infill Finance and Transit Improvements Act without voter approval. The bill requires an enhanced infrastructure financing district utilizing these provisions to follow specific notice, protest, and election proceedings for the adoption of the infrastructure financing plan.

SB 962 (Allen, B.) AB 32: Replacement Tires Dead

Would have required CARB, by December 31, 2019, to adopt a regulation implementing a

program to reduce GHG emissions resulting from the use of replacement tires sold for use on passenger cars and light-duty trucks. The bill would have authorized CARB, by December 31, 2019, to establish a fuel-efficient passenger vehicle tire incentive program and identify potential funding sources, including but not limited to GGRF funds. The bill also would have required CARB to evaluate the benefits of implementing a labeling program for replacement tires sold in the State. *Died without a hearing in the Senate Environmental Quality Committee.*

SB 964 (Allen, B.) Retirement Funds: Financial Risk Chapter 731

Requires the California Public Employees' Retirement System and California State Teachers' Retirement System to analyze climate-related financial risk to the extent that the respective pension boards identify climate-related financial risk as a material risk to their respective funds. The bill, by January 1, 2020, and every three years thereafter, requires each board to publicly report on the climate-related financial risk of its public market portfolio, including alignment of the Public Employees' Retirement Fund and the Teachers' Retirement Fund with a specified climate agreement and California climate policy goals and the exposure of the fund to long-term risks, as specified.

SB 980 (Cannella) HOV Lanes Dead

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

SB 1000 (Lara) Transportation Electrification: Infrastructure Chapter 368

Requires CPUC to consider as part of an existing proceeding: (1) facilitation of the development of technologies that support grid integration, including submetering capabilities; (2) exploration of policies on technology development and rate strategies that reduce the effect of demand charges; (3) adoption of a tariff specific to heavy-duty EV fleets or electric trucks and buses that encourages charging during times of excess grid capacity. The bill also prohibits cities and counties from restricting which types of EVs, such as plug-in hybrids, may access a publicly funded charging station. Further, CEC, in consultation with CARB, must assess whether charging stations are disproportionately deployed.

SB 1013 (Lara) Fluorinated Refrigerants Chapter 375

Codifies in State law, prohibitions on certain ozone depleting substances and hydrofluorocarbons adopted by U.S. EPA as part of the Significant New Alternatives Policy program. The bill clarifies CARB's authority to adopt a regulation to implement, enforce, and accelerate these prohibitions; to prohibit additional substances; and to add new substances for use. The bill also creates the Fluorinated Gases Emission Reduction Incentive Program, administered by CARB to promote the adoption of low global warming potential refrigerants.

SB 1014 (Skinner) Clean Miles Standard and Incentive Program Chapter 369

Establishes the California Clean Miles Standard and Incentive Program and requires CARB to establish, by January 1, 2020, a baseline for GHG emissions for vehicles used on an online-enabled application or platform by transportation network companies on a per-passenger-mile basis. The bill also requires CARB to adopt, by January 1, 2021, annual

targets and goals, beginning in 2023, for a reduction under the baseline. Additionally, the bill directs CPUC to implement the targets.

SB 1015 (Allen, B.) Natural Resources Climate Resiliency Program Dead
Would have established the Natural Resources Climate Resiliency Program to plan and implement projects that increase the resiliency of natural systems, natural and working lands, and wildlife habitat in rural and urban areas throughout the State. The bill would have specified requirements for program updates and reports, and would have created the Natural Climate Change Resiliency Fund, comprised of funding upon appropriation from GGRF, bonds, settlements, and other revenue sources to fund climate change resilience projects. The bill would have required a portion of the appropriated funds to be expended on projects located in disadvantaged and low-income communities. *Held on suspense in the Assembly Appropriations Committee.*

SB 1016 (Allen, B.) Common Interest Developments: EV Meters Chapter 376
Prohibits any unreasonable restriction that effectively prohibits or restricts the installation or use of an EV-dedicated time-of-use meter, as defined, in common interest developments.

SB 1027 (Pan) State Employee Survey Dead
Would have required DGS, in consultation with CARB, to update a specified voluntary survey on State employee commutes by July 1, 2020, and at least once every five years thereafter, and report the findings to the Legislature, Governor, and all State agencies. The bill would have required that DGS and CARB review the responses to the survey and calculate the GHG emissions associated with the responses received, and associated with the various classifications and titles of State employees. The bill would have required DGS and CARB to develop incentives to increase State employees' voluntary participation in the survey. *Held on suspense in the Senate Appropriations Committee.*

SB 1028 (Hill) Public Utilities: Federal Tax Law Changes Chapter 411
Requires CPUC to evaluate the full effect of recent changes to federal law governing taxes on corporations on each public utility regulated by CPUC and, if CPUC finds the changes to have materially affected the projected expenses and tax liabilities of the utility, to adjust the rates the utility collects from its customers (ratepayers) to reflect the changes.

SB 1044 (Berryhill) State Responsibility Area Fire Prevention Fees Dead
Would have repealed, on January 1, 2019, requirements that a fire prevention fee, scheduled for repeal on January 1, 2031, be charged on each habitable structure on a parcel that is within a State responsibility area, to be used for specified fire prevention activities, as well as prescribed procedures for the collection and processing of the fees by the California Department of Tax and Fee Administration. *Held in the Senate Governance and Finance Committee.*

SB 1048 (Allen, B.) Intercity Rail Service: Feeder Buses Dead
Would have repealed provisions that authorize Caltrans to contract with Amtrak to provide

intercity rail passenger services, and to provide funding to Amtrak to contract for feeder bus services operated in conjunction with the intercity trains, with certain restrictions. *Held in the Assembly Rules Committee.*

SB 1072 (Leyva) Climate Collaborative: Technical Assistance Chapter 377

Establishes a regional climate collaborative program to assist under resourced communities with accessing statewide public and other grant money for climate change mitigation and adaptation related projects. The bill requires SGC to administer the regional climate collaborative program and award annual grants to the collaboratives, as funds are appropriated by the Legislature. The bill also requires SGC to create technical assistance guidelines that State agencies and departments may use in delivering technical assistance, or in developing additional internal technical assistance policies, standards, or guidelines.

SB 1074 (Moorlach) Motor Vehicle Fuel: Disclosure of Costs Dead

Would have required that every service station display, at a conspicuous place on, at, or near the dispensing apparatus or at or near the point of sale, at least one clearly visible sign showing a list of applicable State and federal fuel taxes per gallon of motor vehicle fuel sold from the dispensing apparatus, including the State sales tax, refinery reformatting costs, State underground storage fee costs, Cap-and-Trade program compliance costs, Low-Carbon Fuel Standard program compliance costs, and federal Renewable Fuels Standard program compliance costs per gallon. *Died without a hearing in the Senate Committee on Business, Professions and Economic Development.*

SB 1079 (Monning) Forest Resources: Fire Prevention Grants Chapter 622

Authorizes CAL FIRE, until January 1, 2024, to make advance payments to grantees from specified grants it administers, limits these payments to 25 percent of the total grant award, and requires CAL FIRE to report to the Legislature on the program by January 1, 2023.

SB 1088 (Dodd) Planning: General Rate Case Cycle Dead

Would have required the Office of Emergency Services, in consultation with specified public entities, by September 30, 2019, to adopt standards for reducing risks from a major event, as defined. The bill would have required those standards to include model policies that may be undertaken by local governments regarding, among other things, defensible space, and actions that may be undertaken by an electrical or gas corporation, a local publicly owned electric or gas utility, or a water utility to reduce the risk of fire occurring during a major event. The bill would have required the Office of Emergency Services to update the standards at least once every two years. *Held in the Assembly Rules Committee.*

SB 1090 (Monning) Diablo Canyon Nuclear Powerplant Chapter 561

Requires CPUC to approve collection of ratepayer funds for previously denied elements of an application filed by Pacific Gas & Electric to facilitate and support the retirement of the Diablo Canyon Nuclear Power Plant.

SB 1097 (Hueso) **Lead Poisoning** **Chapter 691**
Requires the DPH report regarding the effectiveness of appropriate lead poisoning case management efforts to include additional data and information, as specified.

SB 1110 (Bradford) **RPS: Local Publicly Owned Electric Utilities** **Chapter 605**
Provides local publicly owned electric utilities with additional flexibility in complying with the State’s requirements to procure renewable energy. This bill authorizes publicly owned electric utilities to mitigate against the loss of public revenues, if complying with the State’s RPS would lead to decreased generation from a power plant, with outstanding public indebtedness that meets specified criteria.

SB 1119 (Beall) **Low Carbon Transit Operations Program** **Chapter 606**
Waives the requirement for transit agencies with service areas that include a disadvantaged community to spend 50 percent of their continuously appropriated Low Carbon Transit Operations Program (LCTOP) funds on projects that benefit disadvantaged communities, if they spend the funds on specified projects. The bill further deems that all applicable disadvantaged community and low-income requirements are met if the LCTOP funding is expended on specified activities. In addition, the bill clarifies that a transit agency is not required to provide individual rider data to Caltrans or CARB.

SB 1131 (Hertzberg) **Electric and Gas Utilities: Custom Projects** **Chapter 562**
Requires CPUC to authorize investor-owned utilities’ incentives for customized industrial, agricultural, commercial, residential, and public sector energy efficiency projects based on nationally recognized measurement and verification standards, and establishes new requirements and timelines for CPUC’s review of these projects.

SB 1136 (Hertzberg) **Electricity: Resource Adequacy Requirements** **Chapter 851**
Revises an existing statute that requires CPUC, in consultation with CAISO, to establish resource adequacy requirements for the State’s “electric load-serving entities.”

SB 1141 (Wilk) **Consumer Protection** **Dead**
This was a spot bill related to consumer protection against new motor vehicle defects. *Held in the Senate Rules Committee.*

SB 1144 (Dodd) **Title V Nonvehicular Air Pollution Penalties** **N/A**
Would have established additional civil penalties and fines on petroleum refineries, petrochemical plants, and fossil fuel-burning, electricity-generating power plants that are Title V sources that emit an air contaminant in violation of specified rules, regulations, emissions limitations, permits, or orders of a local air district or local air district hearing board and when the violation presents a serious threat to public health or welfare. *Amended to deal with disability leave for specified State employees.*

SB 1151 (Bates) Neighborhood Electric Vehicles Chapter 564

Authorizes San Diego County or any city in the County to establish a NEV transportation plan, as specified. The bill requires the NEV plan to include specific elements and requires the entity adopting the NEV plan to consult with the San Diego Association of Governments and any agency having traffic law enforcement responsibilities in an entity included in the plan area. The bill provides penalties for infractions of the restrictions, and requires a report to be submitted to the Legislature within two years of the date the NEV transportation plan is adopted.

SB 1162 (Pan) Air Monitoring N/A

This was a spot bill related to community air monitoring. *Amended to deal with building height limit boundaries.*

SB 1163 (Galgiani) Concrete Truck Replacement Program N/A

Stated the intent of the Legislature to enact legislation that creates the Near-Zero-Emission and Low-Emission Ready-Mix Concrete Truck Replacement Pilot Program, as specified. *Amended to deal with exhumation of human remains.*

SB 1184 (Pan) Sacramento Autonomous Vehicle Pilot Project Dead

Would have authorized the City of Sacramento to conduct a shared autonomous vehicle pilot project, as specified, within a one-mile radius of the University/65th Street light rail station to test 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. The bill also would have required the City of Sacramento and/or a manufacturer participating in the pilot project to certify local law enforcement approval of the testing area and conditions. *Died without a hearing in the Assembly Transportation Committee.*

SB 1205 (Hill) Gas and Electric Corporations: Reporting N/A

Would have required gas and electrical corporations to expeditiously report to CPUC, upon discovery, any self-identified violation of an applicable law, or order or rule of CPUC, that poses a significant safety threat, causes a systemwide impact, affects a large geographic region, or involves fraud, sabotage, falsification of records, or any other instance of deception by a gas or electrical corporation's agent, employee, contractor, or subcontractor, as specified. *Amended to deal with fire department inspections and reports.*

SB 1209 (Leyva) AB 32: Rules and Regulations Dead

This was a spot bill related to the Global Warming Solutions Act of 2006. *Held in the Senate Rules Committee.*

SB 1227 (Skinner) Density Bonuses Chapter 937

Requires a density bonus to be provided to a developer that agrees to construct a housing development in which all units in the development will be used for students enrolled full-time at an institution of higher education accredited by the Western Association of Schools and Colleges or the Accrediting Commission for Community and Junior Colleges. The developer must enter

into an agreement with an institution of higher education to that effect, where 20 percent of the units are used for lower-income students, as defined, provided at a specified rent level, and the development provides priority for the applicable affordable units for lower-income students experiencing homelessness.

SB 1256 (Morrell) Community Choice Aggregators Dead

This was a spot bill that made nonsubstantive changes related to the definition of a community choice aggregator. *Held in the Senate Rules Committee.*

SB 1260 (Jackson) Fire Prevention: Prescribed Burns Chapter 624

In this omnibus fire prevention and forestry management bill, the provision of interest to CARB is Section 20, which requires CARB and CAL FIRE, in coordination with local air districts, to develop and fund a program to enhance air quality and smoke monitoring and provide a public awareness campaign regarding prescribed burns. For fiscal year 2018-2019, the Legislature appropriated up to \$7 million for the SB 1260 effort under SB 856.

SB 1267 (Nielsen) Automotive Fuels and Products Dead

This was a spot bill related to the method of sale of automotive fuel and lubricants sold at retail to the public. *Held in the Senate Rules Committee.*

SB 1277 (Hueso) Salton Sea Governance Dead

Would have declared the intent of the Legislature to enact legislation that would create a governance and administrative structure to manage the day-to-day implementation of the Salton Sea Management Program. *Held in the Senate Rules Committee.*

SB 1328 (Beall) Mileage-Based Road Usage Fee Chapter 698

Extends the life of the Road Usage Charge Technical Advisory Committee for four additional years and requires it to continue assessing the potential for mechanisms, such as a mileage-based revenue system, to use as an alternative to the gas tax for generating the revenues necessary to maintain and operate the State's transportation system.

SB 1330 (Fuller) Toxic Air Contaminants Dead

This was a spot bill related to airborne toxic contaminants. *Held in the Senate Rules Committee.*

SB 1338 (Hueso) Electrical and Gas Corporation Rates Chapter 518

Prohibits a gas or electric corporation from disconnecting service where a physician assistant certifies that gas or electric service is medically necessary to sustain the life of a customer or to prevent deterioration of that person's medical condition. This bill also requires CPUC to develop rules requiring each of the four largest investor-owned utilities to demonstrate they are working with the medical community to increase outreach to persons eligible for the medical baseline allowance.

SB 1339 (Stern) Electricity Microgrids Chapter 566

Requires CPUC, in consultation with CEC and CAISO, to take specified actions by December 1, 2020, to facilitate the commercialization of microgrids for distribution customers of large electrical corporations. The bill requires the governing board of a local publicly owned electric utility to develop and make available a standardized process for the interconnection of a customer-supported microgrid, including separate electrical rates and tariffs, as necessary.

SB 1340 (Glazer) CEQA: Housing Projects Dead

Would have required the Judicial Council, by July 1, 2019, to adopt a rule of court to establish procedures requiring courts to fully adjudicate CEQA actions and proceedings in connection with any housing projects within 270 days of certifying the record of proceedings, to the extent feasible. The bill would have prohibited the court, in an action or proceeding brought alleging a violation of CEQA, from staying or enjoining the siting, construction, or operation of a housing project, except as provided. *Failed passage in the Senate Judiciary Committee.*

SB 1341 (Glazer) CEQA: Judicial Review N/A

This was a spot bill related to improving judicial review of a lead agency's action under CEQA requirements for housing projects. *Amended to deal with the identity of contributors toward the costs of CEQA actions.*

SB 1342 (Cannella) Autonomous Vehicles Dead

This was a spot bill related to autonomous vehicles. *Held in the Senate Rules Committee.*

SB 1347 (Stern) Energy Storage System Procurement Dead

Would have required CPUC, by January 1, 2020, to consider procurement strategies for the installation of up to 2,000 megawatts of energy storage systems and, as part of that consideration, consider appropriate storage procurement targets and other strategies applicable to the State's load-serving entities, meaning investor-owned utilities, community choice aggregators, and electric service providers. The bill would have directed CPUC to reconsider procurement strategies every three years. *Held on suspense in the Assembly Appropriations Committee.*

SB 1350 (Stern) Climate Change: Financial Assistance Dead

Would have declared the intent of the Legislature to enact legislation to establish a new model for providing agile financial assistance for research, development, and demonstration of climate change mitigation technologies with transformational potential. *Held in the Senate Rules Committee.*

SB 1358 (Hueso) CPUC Hearings Chapter 519

Requires the assigned CPUC commissioner, rather than the full CPUC, to determine whether a proceeding requires a hearing.

SB 1369 (Skinner) Energy: Green Electrolytic Hydrogen Chapter 567

Requires CARB, CEC, and CPUC to consider green electrolytic hydrogen an eligible form of energy storage and consider other potential uses for green electrolytic hydrogen. The bill also adds green electrolytic hydrogen to the list of energy storage technologies CPUC and CEC are required to increase.

SB 1370 (Stern) Aliso Canyon Natural Gas Storage Facility Dead

Would have required that funds collected by CPUC, a State agency, or the Attorney General pursuant to any settlement relating to the well failure at the Aliso Canyon natural gas storage facility be deposited in the Aliso Canyon Recovery Account, unless restricted by a court for another purpose, abatement order, fine, or penalty. This bill would additionally have authorized funds in the Aliso Canyon recovery Account to be allocated, upon appropriation by the Legislature, for purposes of promoting energy efficiency and decreasing reliance on fossil fuels in the Los Angeles Basin, the boundaries of which the bill would expand, as specified. *Died without a hearing in the Assembly Utilities and Energy Committee.*

SB 1374 (Hueso) CEC: Integrated Energy Policy Report Chapter 611

Deletes the California Consumer Power and Conservation Financing Authority from the list of specified entities with which CEC is required to consult for the purposes of the assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices, and repeals a requirement that the integrated energy policy report be provided to the California Consumer Power and Conservation Financing Authority.

SB 1377 (Wilk) Refinery Air Monitoring Systems Dead

This was a spot bill related to refinery air monitoring systems. *Held in the Senate Rules Committee.*

SB 1380 (Stern) Climate Adaptation Information Clearinghouse Dead

Would have added clean energy funding and financing opportunities to the list of topics that must be included in OPR's clearinghouse for climate adaptation. *Held on suspense in the Senate Appropriations Committee.*

SB 1396 (Galgiani) Accessible State Technology Dead

Would have established the Office of Accessible Technology within the Department of Technology to serve as the central point in State government for providing oversight and guidance to ensure State agency compliance with specified accessibility and information technology requirements. The bill would have required that the Office of Accessible Technology be responsible for ensuring that every State agency complies with the accessibility requirements of State and federal electronic and information technology policy and statutes, provide training and assistance, and establish a complaint procedure for employees and the public on website accessibility problems, among other things. *Held on suspense in the Assembly Appropriations Committee.*

SB 1399 (Wiener) Renewable Energy: Shared Renewable Energy Tariffs Dead

Would have required CPUC, as part of its already scheduled net metering review, to establish a tariff or tariffs to allow potential solar buyers to partner with developed and previously impacted sites, such as warehouses, parking lots, brownfields, landfills, and office buildings, to redevelop those sites with clean, local renewable energy. CPUC would have been required to reach a final decision establishing the tariff or tariffs by January 1, 2021. *Held on suspense in the Senate Appropriations Committee.*

SB 1401 (Wieckowski) Climate Adaptation Information: Clearinghouse Dead

Would have required OPR to seek feedback from entities that use the clearinghouse to maximize the efficacy and usefulness of the clearinghouse. *Died without a hearing in the Assembly Natural Resources Committee.*

SB 1403 (Lara) Clean Heavy-Duty Vehicle Program Chapter 370

Requires CARB to include a three-year investment strategy for zero and near-zero emission heavy-duty vehicles and equipment in the annual Funding Plan for Low Carbon Transportation Investments and the Air Quality Improvement Program, beginning with fiscal year 2019–2020. The bill also requires the Funding Plan for Low Carbon Transportation Investments and the Air Quality Improvement Program to include information related to milestones achieved by the State’s school bus incentive programs and projected funding needs.

SB 1427 (Hill) HOV and HOT Lanes N/A

This was a spot bill related to HOV and HOT lane performance improvements. *Amended to deal with housing for veterans.*

SB 1434 (Leyva) Electricity Rate Design for Transit Buses Dead

Would have required CPUC to direct electrical corporations with more than 100,000 service connections in California to file, on or before July 1, 2019, rate design applications specific to transit agencies as commercial customers, and to approve or modify for approval those rate designs that are revenue neutral to the relevant customer class in order to accelerate the deployment of zero emission transit buses. *Held on suspense in the Senate Appropriations Committee.*

SB 1440 (Hueso) Energy: Biomethane Procurement Chapter 739

Directs CPUC, in consultation with CARB, to consider adopting specific biomethane procurement targets or goals for each gas corporation. Should CPUC adopt specific biomethane procurement targets, this bill requires that CPUC ensure the targets are a cost-effective means of achieving the forecast reduction of short-lived climate pollutants and GHG emissions. The bill sets requirements for biomethane eligible for the procurement program, including that it achieves specified environmental benefits.

SB 1444 (Stone) Wildfires Dead

This was a spot bill related to wildfire prevention. *Held in the Senate Rules Committee.*

SB 1445 (Stone) Hazardous Waste Dead

This was a spot bill related to the management of hazardous waste. *Held in the Senate Rules Committee.*

SB 1450 (Gaines) Vehicle Weight Fees: Pick-up Truck Exemption Dead

Would have exempted pick-up trucks from vehicle weight fee requirements. *Died without a hearing in the Senate Transportation and Housing Committee.*

SB 1463 (Moorlach) AB 32: Scoping Plan Dead

Would have required CARB to include wildland and forest fire GHG emissions in the Scoping Plan, and would have continuously appropriated 25 percent of GGRF funds to each county equally for hardening electric utility infrastructure in high fire risk zones and the mitigation and management of wildlands and forests in fire hazard severity zones or areas recently devastated by fire. The bill also would have allowed the funding to be spent on other related environmental issues to mitigate or reduce the impact of GHG emissions, but would have limited that spending to 25 percent of allocated funding. *Failed passage in the Senate Environmental Quality Committee.*

SB 1477 (Stern) Low-Emissions Buildings Chapter 378

Requires CPUC to develop two new programs—one to provide financial incentives to developers for the deployment of near-zero emission building technologies, and a second to incentivize the installment of low-emission space and water heating equipment for new and existing buildings. The two programs are funded by an annual redirection of \$50 million in consumer rebates from Cap-and-Trade allowance revenue.

SB 1478 (Leyva) Global Warming Solutions Act of 2006 Dead

This was a spot bill related to the California Global Warming Solutions Act of 2006. *Held in the Senate Rules Committee.*

SB 1487 (Stern) Transportation Electrification N/A

This was a spot bill related to requirements of the Clean Energy and Pollution Reduction Act of 2015. *Amended to deal with the protection of iconic African species.*

SB 1488 (Hernandez) Utilities' Procurement Dead

This was a spot bill that made nonsubstantive changes regarding public utilities' procurement from women, minority, disabled veteran, and LGBT business enterprises. *Held in the Senate Rules Committee.*

SB 1489 (Stern) Oil and Gas Inspection N/A

This was a spot bill that made nonsubstantive changes to inspections by the State Oil and Gas Supervisor. *Amended to deal with drought, water, parks, climate, coastal protection, and outdoor access programs.*

SB 1502 (SEN EQ) Nonvehicular Air Pollution Chapter 59

Allows local air districts to send statutorily required public notices electronically, unless a person has requested that the local air district send the required public notice by mail. The bill requires a local air district board to adopt, and update as needed, procedures for a person to request that notices be sent by mail and to update an electronic mail address, if a local air district sends required public notices electronically. The bill also corrects an obsolete reference, and makes other nonsubstantive statutory changes.

SCA 2 (Newman) Motor Vehicle Fees and Taxes: Appropriations Limits Dead

Would have added 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 also would have prohibited 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. In addition, the measure would have prohibited 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 authorized that use. *Died on the Senate Inactive File.*

SCR 149 (Hueso) Green Port Month Chapter 230

This bill recognizes September 2018 as Green Port Month, with specific reference to the San Diego Unified Port District

SR 73 (McGuire) New Offshore Oil and Gas Leasing Adopted

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, based on certain findings, and declares the State Senate's unequivocal support for the current federal prohibition on new oil or gas drilling in federal waters offshore of the Pacific coast. This resolution declares the State Senate's opposition to the proposed five-year National Offshore Oil and Gas Leasing Program on the Outer Continental Shelf or any attempts to modify the current federal prohibition, and its determination to consider any appropriate actions to maintain the current prohibition.

SR 103 (Wilk) Relative to Vehicle Miles Traveled Tax Dead

Would have resolved that the Legislature should not pursue legislation imposing a vehicle miles traveled tax on California drivers. *Died without a hearing in the Senate Transportation and Housing Committee.*

SR 125 (Lara)

Relative to Super Pollutant Reduction Week

Adopted

Proclaims the week of September 9, 2018, through September 15, 2018, inclusive, as Super Pollutant Reduction Week, to coincide with the Global Climate Action Summit.

CHAPTERED BILLS

CHAPTERED BILLS

AB 87	Ting	Autonomous Vehicles	Chapter 667
AB 91	Cervantes	HOV Lanes	Chapter 468
AB 193	Cervantes	Zero Emission Assurance Project	Chapter 363
AB 709	McCarty	Sacramento Regional Transit District	Chapter 522
AB 734	Bonta	CEQA: Oakland Sports Project	Chapter 959
AB 987	Kamlager-Dove	CEQA: Sports and Entertainment Project	Chapter 961
AB 1184	Ting	Transportation Network Companies	Chapter 644
AB 1561	Quirk-Silva	Infrastructure: Logistic Hubs	Chapter 313
AB 1759	McCarty	Public Trust Lands: City of Sacramento	Chapter 250
AB 1771	Bloom	Regional Housing Needs Assessment	Chapter 989
AB 1775	Muratsuchi	State Lands: Leasing: Oil and Gas	Chapter 310
AB 1796	Muratsuchi	Charging Stations: Rental Property	Chapter 163
AB 1804	Berman	CEQA: Housing Exemption	Chapter 670
AB 1817	ASM Budget	Budget Trailer Bill: State Government	Chapter 37
AB 1879	Santiago	Gas Corporation: Service Connections	Chapter 481
AB 1900	Brough	Capital Investment Incentive Program Extension	Chapter 382
AB 1933	Maienschein	GGRF: Recycling Infrastructure Projects	Chapter 808
AB 1954	Patterson	Timber: Reducing Flammable Materials	Chapter 207
AB 1956	Limon	Fire Prevention Activities: Grant Programs	Chapter 632
AB 1980	Quirk	Statute of Limitations: Extension	Chapter 141
AB 1981	Limón	CAL FIRE and Compost Workgroup	Chapter 633
AB 2006	Eggman	Agricultural Worker Vanpool Programs	Chapter 364
AB 2061	Frazier	Vehicle Weight Limit Extension	Chapter 580
AB 2063	Aguiar-Curry	PACE Program	Chapter 813
AB 2068	Chu	Electricity: Rates: Public Schools	Chapter 208
AB 2091	Grayson	Fire Prevention: Insurance Pool	Chapter 634
AB 2127	Ting	EV Charging Infrastructure: Assessment	Chapter 365
AB 2145	Reyes	Heavy-Duty Incentives	Chapter 672
AB 2162	Chiu	Housing Development: Supportive Housing	Chapter 753
AB 2192	Stone, Mark	State-Funded Research: Grant Requirements	Chapter 296
AB 2195	Chau	Natural Gas Leakage	Chapter 371
AB 2252	Limón	State Grants: State Grant Administrator	Chapter 318
AB 2341	Mathis	CEQA: Aesthetic Impacts	Chapter 298
AB 2371	Carrillo	Water Use Efficiency: Landscape Irrigation	Chapter 867
AB 2372	Gloria	Housing Density: Floor Area Ratio Bonus	Chapter 915
AB 2377	Irwin	Technical Assistance Grant Program	Chapter 868

AB 2381	Carrillo	Vehicle Certification	Chapter 713
AB 2453	Garcia, E	Air Pollution: Schools	Chapter 714
AB 2470	Grayson	Invasive Species Council of California	Chapter 870
AB 2518	Aguiar-Curry	Innovative Forest Products and Mass Timber	Chapter 637
AB 2548	Friedman	Commute Benefits: Los Angeles County	Chapter 173
AB 2551	Wood	Prescribed Burning Operations: Watersheds	Chapter 638
AB 2564	Rodriguez	Civil Penalties: Glider Vehicles	Chapter 372
AB 2753	Friedman	Density Bonus Application	Chapter 921
AB 2782	Friedman	CEQA	Chapter 193
AB 2797	Bloom	Planning and Zoning: Density Bonuses	Chapter 904
AB 2831	Limon	Energy Management Programs	Chapter 590
AB 2832	Dahle	Lithium-Ion Car Battery Recycling	Chapter 822
AB 2865	Chiu	HOT Lanes: Highway 101	Chapter 501
AB 2885	Rodriguez	Clean Vehicle Rebate Project	Chapter 366
AB 2902	SEN ES&TM	Hazardous Substances	Chapter 721
AB 2913	Wood	Building Permits Expiration	Chapter 655
AB 2958	Quirk	Teleconference by Advisory Body	Chapter 881
AB 3012	Gallagher	Coastal Climate Change Projects	Chapter 657
AB 3187	Grayson	Biomethane Rates: Interconnecting	Chapter 598
AB 3232	Friedman	Zero-Emissions Buildings Assessment	Chapter 373
ACR 209	Eggman	Compost Awareness Week	Chapter 83
ACR 279	Kalra	Plant-Based Diets	Chapter 213
AJR 29	Limon	Oil and Gas: Offshore Drilling Operations	Chapter 19
SB 100	De León	100 Percent Clean Energy Act of 2018	Chapter 312
SB 700	Wiener	SGIP Reauthorization	Chapter 839
SB 782	Skinner	Energy Data Transparency	Chapter 684
SB 828	Wiener	Land Use: Housing Element	Chapter 974
SB 834	Jackson	State Lands: Leasing: Oil and Gas	Chapter 309
SB 840	Mitchell	Budget Act of 2018	Chapter 29
SB 848	SEN B&FR	Transportation	Chapter 46
SB 854	SEN B&FR	Public Resources	Chapter 51
SB 856	SEN B&FR	Budget Act of 2018	Chapter 30
SB 862	SEN B&FR	Budget Act of 2018	Chapter 449
SB 901	Dodd	Wildfires	Chapter 626
SB 957	Lara	HOV Lanes: Vehicle Exemption	Chapter 367
SB 961	Allen	Infrastructure Financing Districts	Chapter 559
SB 964	Allen	Retirement Funds: Financial Risk	Chapter 731
SB 1000	Lara	Transportation Electrification: Infrastructure	Chapter 368

SB 1013	Lara	Fluorinated Refrigerants	Chapter 375
SB 1014	Skinner	Clean Miles Standard and Incentive Program	Chapter 369
SB 1016	Allen	Common Interest Developments: EV Meters	Chapter 376
SB 1028	Hill	Public Utilities: Federal Tax Law Changes	Chapter 411
SB 1072	Leyva	Climate Collaborative: Technical Assistance	Chapter 377
SB 1079	Monning	Forest Resources: Fire Prevention Grants	Chapter 622
SB 1090	Monning	Diablo Canyon Nuclear Powerplant	Chapter 561
SB 1097	Hueso	Lead Poisoning	Chapter 691
SB 1110	Bradford	RPS: Local Publicly Owned Electric Utilities	Chapter 605
SB 1119	Beall	Low Carbon Transit Operations Program	Chapter 606
SB 1131	Hertzberg	Electric and Gas Utilities: Custom Projects	Chapter 562
SB 1136	Hertzberg	Electricity: Resource Adequacy Requirements	Chapter 851
SB 1151	Bates	Neighborhood Electric Vehicles	Chapter 564
SB 1227	Skinner	Density Bonuses	Chapter 937
SB 1260	Jackson	Fire Prevention: Prescribed Burns	Chapter 624
SB 1328	Beall	Mileage-Based Road Usage Fee	Chapter 698
SB 1338	Hueso	Electrical and Gas Corporation Rates	Chapter 518
SB 1339	Stern	Electricity Microgrids	Chapter 566
SB 1358	Hueso	CPUC: Hearings	Chapter 519
SB 1369	Skinner	Energy: Green Electrolytic Hydrogen	Chapter 567
SB 1374	Hueso	CEC: Integrated Energy Policy Report	Chapter 611
SB 1403	Lara	Clean Heavy-Duty Vehicle Program	Chapter 370
SB 1440	Hueso	Energy: Biomethane Procurement	Chapter 739
SB 1477	Stern	Low-Emissions Buildings	Chapter 378
SB 1502	SEN EQ	Nonvehicular Air Pollution	Chapter 59
SCR 149	Hueso	Green Port Month	Chapter 230

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 987, which would expedite judicial review under the California Environmental Quality Act for a sports and entertainment project in the City of Inglewood, if certain requirements are met.

This bill is consistent with AB 900, a bill I signed in 2011, which first established expedited judicial review of certified Environmental Leadership Development Projects. It allows the Inglewood project to qualify for expedited judicial review if it meets certain standards, including providing traffic reduction benefits and achieving zero greenhouse gas emissions standard. This issue requires particular attention here given the potential for high levels of congestion.

Additionally, the project must reduce criteria pollutants and toxic air contaminants, a requirement that is not included in the current Environmental Leadership Development Project standards.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

Senate Bill 100 continues California's leadership in advancing clean energy and climate protection by increasing the current Renewables Portfolio Standard target from 50 to 60 percent by 2030, and setting a goal to meet 100 percent of the state's retail electricity supply with zero-carbon resources by December 31, 2045.

SB 100 sends a clear signal to markets to expand clean energy generation. The next step is to integrate these goals into our existing clean energy efforts, including the Integrated Resource Planning process, which will ensure that Californians continue to have safe, reliable, and affordable electricity.

To get to 100 percent clean energy in a manner that ensures reliability and reduces cost, we must use a variety of strategies. Energy storage, increased efficiency and adjusting energy use to the time of day when we have the most power will all help with the transition. Additionally, we must join our neighbors in a power system that integrates utilities across the West. A regionalized electric grid would enhance California's low-carbon grid by allowing us to share renewable resources with our neighboring states, while reducing costs and increasing resiliency of our grid. By doing so, we could improve reliability, reduce climate pollution and enable better integration of wind, solar, and other clean energy technologies throughout the region.

Let's not forget, our electricity sector is responsible for only 16 percent of California's current carbon emissions. To truly stop global warming, cleaning up our electricity grid is not enough. We must transition to carbon neutrality and that will not be easy. It will require large investments across all sectors -- energy, transportation, industrial, commercial and residential buildings, agriculture, and various forms of sequestration, including natural and working lands.

California is committed to doing whatever is necessary to meet the existential threat of climate change. This bill, and others I will sign this week, help us go in that direction. But have no illusions, California and the rest of the world have miles to go before we achieve zero-carbon emissions.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am signing Senate Bill 700, which refines the Self-Generation Incentive Program (SIP) and extends its sunset date to 2024.

This incentive program has served an important role in the deployment of distributed energy systems. Recently, the program has focused on transforming the energy storage market.

The California Public Utilities Commission should continue to administer this program to benefit all ratepayers, including disadvantaged communities, and should only collect what is needed to achieve the purposes of the bill.

Sincerely,

Edmund G. Brown Jr.

VETOED BILLS

VETOED BILLS

AB 558	Quirk-Silva	Flexible Fuel Vehicles	Vetoed
AB 1097	Levine	State Beaches and Parks: Smoking Ban	Vetoed
AB 1165	Caballero	Agricultural Sustainability Council	Vetoed
AB 1945	Garcia, E	GGRF: Investment Plan	Vetoed
AB 2346	Quirk	Utilities: Wildfire Memorandum Accts	Vetoed
AB 2447	Reyes	CEQA: Environmental Justice	Vetoed
AB 2528	Bloom	Climate Adaptation	Vetoed
AB 2749	Bonta	State Accessibility and Mobility Standards	Vetoed
AB 2908	Berman	Tire Recycling: Regulatory Fee	Vetoed
SB 715	Delgado	Exemption: In-Use Off-Road Diesel Regulation	Vetoed
SB 819	Hill	Electrical and Gas Corporations: Rate Recovery	Vetoed
SB 835	Glazer	State Parks: Smoking Ban	Vetoed
SB 836	Glazer	State Beaches: Smoking Ban	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 558 without my signature.

This bill requires the California Air Resources Board to develop policy recommendations to maximize the use of E85, a fuel blend of 85 percent ethanol and 15 percent gasoline, in flex fuel vehicles that operate in the state.

California has recognized the potential benefits of E85 and has adopted the Low Carbon Fuel Standard to support E85 and other fuels that reduce the use of petroleum.

Earlier this month, I issued executive order B-55-18, directing the state to achieve carbon neutrality by 2045 and net negative greenhouse gas emissions after that. In order to meet this ambitious goal and truly decarbonize California's transportation sector, our state agencies must focus on emerging markets for the cleanest vehicles and fuels possible.

Sincerely,

Edmund G. Brown Jr.

AB 1097 (Levine)

State Beaches and Parks: Smoking Ban

Vetoed

To the Members of the California State Assembly:

I am returning the following bills without my signature:

Assembly Bill 1097

Senate Bill 835

Senate Bill 836.

These bills prohibit smoking in state parks, on state beaches, and at any picnic area on a state beach and require the Department of Parks and Recreation to post signs to notify the public of the smoking ban.

I have vetoed similar measures in each of the last two years. Third time is not always a charm. My opinion on the matter has not changed. We have many rules telling us what we can't do and these are wide open spaces.

Sincerely,

Edmund G. Brown Jr.

AB 1165

Agricultural Sustainability Council

Vetoed

To the Members of the California State Assembly:

I am returning Assembly Bill 1165 without my signature.

This bill establishes the Agricultural Sustainability Council for the purpose of eliminating regulatory overlap and inconsistency.

I agree with the author's objective, but believe this bill is not warranted. The Department of Food and Agriculture Secretary, using her existing authority, can meet with other state agencies and identify how to improve regulatory coordination and efficiency.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 1945 without my signature.

This bill creates requirements that would apply to a broad range of climate change competitive grant programs, including criteria to prioritize certain communities and projects over others.

The general goals of this bill have merit but would be better achieved through the budget process.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 2107 without my signature.

This bill modifies the statutory framework governing the relationship between new car dealers and manufacturers, including establishing a complex formula to determine the rate manufacturers will reimburse dealers for warranty and recall repairs.

Under current law, manufacturers are required to reimburse dealers for warranty and recall repairs at a "reasonable" rate negotiated between the two parties. This framework appears to be working reasonably well and I see no reason to adopt the rather complicated formula authorized in this bill--with perhaps unintended consequences.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 2346 without my signature.

This bill directs the California Public Utilities Commission to authorize memorandum accounts for electric corporations to track costs related to wildfires occurring after January 1, 2015. The bill also specifies the types of costs that can be tracked in the accounts.

I recently signed SB 901, which, among other things, establishes rules for tracking and recovering costs for both wildfire mitigation activities and damages resulting from catastrophic wildfires. This bill is inconsistent with SB 901.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly: I am returning Assembly Bill 2447 without my signature.

This bill would expand notice and public meeting requirements under the California Environmental Quality Act for certain industrial projects in or near disadvantaged communities.

Land use is quintessentially a local matter. I believe the notice and meeting requirements, as outlined in this bill, are too prescriptive. Disadvantaged communities are entitled to clear and adequate notice, but zones of notice and the definition of projects subject to the requirements should be flexibly defined to reflect the vast diversity of our state.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 2528 without my signature.

This bill would add three sectors - land use and community development, climate justice, and parks, recreation and California culture - to the Safeguarding California Plan (Plan), the state's climate adaptation strategy. The bill would also require the Biodiversity and Habitat sector of the Plan to include habitat resilience areas.

While well intentioned, this bill is unduly restrictive in its definitions. The bill requires too narrow a focus for the broad mandate that the Safeguarding California Plan envisions.

As we continue to evaluate the impacts of climate change across all sectors, it is important for state agencies to be able to identify priorities based on in-depth assessment of climate risks and adaptation needs pertaining to all ecosystems.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 2749 without my signature.

This bill requires all state agencies to certify that their Internet web sites are mobile-friendly.

I signed Assembly Bill 434 into law last year which requires all state agency websites to meet specified accessibility standards, including mobile accessibility.

While I support the author's intent to ensure state websites are both accessible and mobile-friendly, this bill is unnecessary.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Assembly:

I am returning Assembly Bill 2908 without my signature.

This bill would authorize the Department of Resources Recycling and Recovery to establish an incentive program to encourage manufacturing of new products made from waste tires.

Since 1990, the Department has used grants to increase tire recycling. The Department has recently decided that incentive payments are a more effective way to promote such recycling. While this bill creates an incentive payment program, it also requires fifty percent of the payments to go to local governments for paving projects. This limits the Department's ability to respond to innovation in this area.

Because I do believe there is merit to this policy and I am directing the Department of Resources Recycling and Recovery to recommend an incentive program in this area as part of the budget.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am returning Senate Bill 715 without my signature.

This bill requires the California Air Resources Board to exempt off-road diesel vehicles owned or operated by state-registered nonprofit apprenticeship training programs from any regulation that reduces emissions of diesel particulate matter, oxides of nitrogen, and other criteria pollutants.

This exemption could cause a shortfall in mandated air pollution emissions reductions, which may require us to revise our State Implementation Plan to remain in Compliance with the federal Clean Air Act. Working with the federal administration to revise our State Implementation Plan in a time of pressing air quality challenges is difficult and unwise. As such, I direct the Board to work with the author and sponsors of this bill on an administrative solution that minimizes adverse impacts on apprenticeship programs, yet also protects air quality.

Sincerely,

Edmund G. Brown Jr.

To the Members of the California State Senate:

I am returning Senate Bill 819 without my signature.

This bill confirms existing rules for the California Public Utilities Commission to allow electric and gas corporations to recover costs from ratepayers and prohibits the recovery of fines and penalties.

I recently signed SB 901, which, among other things, establishes specific cost recovery rules for catastrophic wildfire damages incurred by electric corporations and ensures neither electric corporations nor gas corporations can recover fines and penalties from ratepayers. This bill is inconsistent with SB 901.

Sincerely,

Edmund G. Brown Jr.

SB 835 (Glazer)
SB 836 (Glazer)

State Parks: Smoking Ban
State Beaches: Smoking Ban

Vetoed
Vetoed

To the Members of the California State Senate:

I am returning the following bills without my signature:

Assembly Bill 1097

Senate Bill 835

Senate Bill 836

These bills prohibit smoking in state parks, on state beaches, and at any picnic area on a state beach and require the Department of Parks and Recreation to post signs to notify the public of the smoking ban.

I have vetoed similar measures in each of the last two years. Third time is not always a charm. My opinion on the matter has not changed. We have many rules telling us what we can't do and these are wide open spaces.

Sincerely,

Edmund G. Brown Jr.

LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 193 (Cervantes) Chapter 363</p>	<p>Zero-Emission Assurance Project</p> <p>Provides rebates for replacing, or purchasing a service contract for replacing, a battery, fuel cell, or related components of an eligible used vehicle.</p>	<p>Requires CARB to:</p> <ul style="list-style-type: none"> • Create the Zero-Emission Assurance Project to provide rebates, until July 31, 2025, for the replacement of, or a vehicle service contract for, a battery, fuel cell, or related components of an eligible used vehicle. • Submit a specified report on the Zero-Emission Assurance Project to the Legislature no later than January 1, 2024. 	<p>January 1, 2024</p>	<p>Health and Safety Code §44274.9</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 734 (Bonta) Chapter 959</p>	<p>CEQA: Oakland Sports Project</p> <p>Authorizes the Governor to certify a new basketball stadium project in Oakland for streamlining of the judicial process related to CEQA. The bill sets definitions and requirements for an eligible project, including that the project does not result in any net additional GHG emissions, as determined by CARB.</p>	<p>Requires CARB to make a determination that the specified project, eligible for streamlining of the judicial process related to CEQA, does not result in any net additional GHG emissions.</p>	<p>None specified</p>	<p>Public Resources Code §21168.6.7</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 987 (Kamllager-Dove) Chapter 961</p>	<p>CEQA: Sports and Entertainment Project Authorizes the Governor to certify a sports project in Inglewood for streamlining of the CEQA judicial process. The bill includes requirements that the project does not result in any net additional GHG emissions and other requirements related to reductions of GHG emissions, criteria pollutant and toxic air contaminant emissions, and vehicle trips.</p>	<p>Requires CARB to make a determination that the specified project, eligible for streamlining of the judicial process related to CEQA, does not result in any net additional GHG emissions.</p>	<p>None specified, but the bill encourages CARB to make its determination no later than 120 calendar days after receiving an application for review of the methodology and calculations of the project's GHG emissions.</p>	<p>Public Resources Code §21168.6.8</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2006 (Eggman) Chapter 364</p>	<p>Agricultural Worker Vanpool Programs</p> <p>Codifies CARB's existing agricultural worker vanpool pilot project, and contains requirements that funds serve low-income and disadvantaged communities, as specified.</p>	<p>Requires CARB to ensure that existing and future agricultural worker vanpool programs serve disadvantaged communities and low-income communities. The bill also requires a minimum of 25 percent of funding appropriated by the Legislature for agricultural vanpool programs serve low-income communities.</p>	<p>No date specified</p>	<p>Health and Safety Code §44258.4</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2061 Frazier Chapter 580</p>	<p>Weight: Zero and Near Zero Emission Vehicles Authorizes zero and near-zero emission heavy-duty vehicles to exceed gross weight limits by up to 2,000 pounds.</p>	<p>No specific requirements for CARB. However, as a result of this bill, CARB is required to undertake technical analyses, workshops, and outreach activities to designate vehicles as either zero or near-zero emission vehicles.</p>	<p>No date specified</p>	<p>Vehicle Code §35551 Business and Professions Code §12725</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2127 (Ting) Chapter 365</p>	<p>EV Charging Infrastructure Assessment</p> <p>Requires CEC, working with CARB and CPUC, to prepare a statewide assessment of charging infrastructure needed to support the level of electric vehicle adoption necessary to meet ZEV deployment and climate goals by 2030. The bill requires the assessment to consider all charging infrastructure across all vehicle categories, as well as port and airport electrification. Finally, the bill requires CEC to update the assessment at least every two years.</p>	<p>Requires CARB to work with CEC, as it prepares and biennially updates a statewide assessment of the electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption required for the state to meet its goals of putting at least 5 million zero-emission vehicles on California roads by 2030 and of reducing emissions of greenhouse gases to 40% below 1990 levels by 2030.</p>	<p>None specified, but the assessment must be updated every 2 years</p>	<p>Public Resources Code §25229</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2195 (Chau) Chapter 371</p>	<p>Natural Gas Leakage Requires increased accounting for GHG emissions from specified sources.</p>	<p>Requires CARB, by January 1, 2020, to use the best available science and information to quantify and report the amount of GHG emissions resulting from the loss or release of uncombusted natural gas to the atmosphere, and emissions from natural gas flares during all processes associated with the production, processing, and transport of natural gas imported into California from out-of-state sources.</p>	<p>January 1, 2020</p>	<p>Health and Safety Code §39607</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2252 (Limón) Chapter 318</p>	<p>State Grants: State Grant Administrator Provides a centralized location for grant seekers to find State grant opportunities.</p>	<ul style="list-style-type: none"> • Requires each State agency, including CARB, on or before July 1, 2020: <ul style="list-style-type: none"> ○ To register with the California State Library, every grant the State agency administers, prior to commencing a solicitation or award process for distribution of the grant, and to provide specified information regarding the grant. ○ To provide for the acceptance of electronic proposals for any grant administered by the State agency, as appropriate. ○ To provide a link to the California State Library's funding opportunities Internet Web portal on their internet websites. • Requires the California State Library, in consultation with the SGC and CARB, to ensure that the website is accessible and provides helpful information to a diverse set of potential applicants, including nonprofit and community-based organizations, and other entities that are working to support and benefit disadvantaged and low-income communities. 	<p>July 1, 2020</p>	<p>Government Code §8333.1, §8333.2, and §8334</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2377 (Irwin) Chapter 868</p>	<p>Technical Assistance Grant Program</p> <p>Creates and specifies funding for program to provide technical assistance for application preparation, project reporting, and greenhouse gas reduction quantifications for programs funded by GGRF.</p>	<p>No specific requirements for CARB. However, as part of GGRF administration, CARB will be required to perform various assessments relative to quantifiable benefits, develop tracking methods for technical assistance projects, adapt CARB's online reporting and tracking system, and expand the technical reporting section of the California Climate Investments Annual Report.</p>	<p>None specified</p>	<p>Food and Agricultural Code 5770</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2381 (Carrillo) Chapter 713</p>	<p>Vehicle Certification, Audit, and Compliance, Provides legislative direction and increased resources for CARB to combat industry-wide cheating on emissions testing for on-road light-, medium-, and heavy-duty vehicles.</p>	<p>Requires CARB to enhance its certification, audit, and compliance activities for new motor vehicles to detect defeat devices or other software used to evade emissions testing, including increased use of in-use and real-world conditions emissions testing. CARB is authorized to impose fees on new motor vehicle manufacturers to recover the reasonable costs of the bill's additional activities, and caps the total amount of fees collected at \$5 million, with adjustments for inflation. The bill also specifies monetary penalties for late payment of AB 2381 fees, and specifies that fees and penalties be deposited in the Certification and Compliance Fund and the Air Pollution Control Fund, respectively.</p>	<p>Statute effective on January 1, 2019</p>	<p>Health and Safety Code §43019.2 Health and Safety Code §43202.5 and §43202.6</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2453 (Garcia, E.) Chapter 714</p>	<p>Air Pollution: Schools</p> <p>Authorizes a school or school district located in a community with a high cumulative exposure burden, as specified, to work with local air districts to identify school sites in need of air quality improvements. The bill also provides that a school modernization grant may be used to limit pupil exposure to harmful air pollutants by updating air filtration systems.</p>	<p>CARB action is dependent upon the Legislature:</p> <ul style="list-style-type: none"> • Appropriating funds to fulfill the bill's purpose; • Identifying CARB as the administering agency for a grant program to implement air quality mitigation efforts at schools, or if the Legislature appropriates moneys from certain funds, such as GGRF. 	<p>Upon legislative action</p>	<p>Health and Safety Code §44391.3</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 2885 (Rodriguez) Chapter 366</p>	<p>Clean Vehicle Rebate Project</p> <p>Provides outreach to low-income households and low-income communities to increase consumer awareness of the Clean Vehicle Rebate Project.</p>	<p>Requires CARB, as part of the Clean Vehicle Rebate Project, to provide outreach to low-income households and low-income communities to increase consumer awareness of the rebate project, and to prioritize rebate payments to low-income applicants until January 1, 2022.</p>	<p>January 1, 2019</p>	<p>Health and Safety Code §44274.6</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 3232 (Friedman) Chapter 373</p>	<p>Zero Emissions Building Assessment</p> <p>Requires an assessment of the potential to reduce greenhouse gas emissions from residential and commercial building stock by at least 40 percent below 1990 levels by January 1, 2030.</p>	<p>No specific mandate for CARB. However, the bill does require, by January 1, 2021, CEC, in consultation with CARB, CPUC, and CAISO, to assess the potential for the State to reduce greenhouse gas emissions from the State's residential and commercial building stock by at least 40 percent below 1990 levels by January 1, 2030. The assessment must consider specific criteria. CARB would provide a consulting role to evaluate the estimated dollars per metric ton carbon dioxide equivalent compared to other greenhouse reductions strategies. CARB would provide comments on additional estimates on the cost effectiveness of the strategies, challenges in low income, multifamily, and high rise buildings as well as impacts on ratepayers, construction costs, and grid reliability related to the energy code and transportation electrification. CARB would also contribute to the report to the Legislature.</p>	<p>January 1, 2021</p>	<p>Public Resources Code §25403</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 100 (De León) Chapter 312</p>	<p>100 Percent Clean Energy Act of 2018</p> <p>Increases the 2030 Renewables Portfolio Standard (RPS) target from 50 percent to 60 percent and makes it the policy of the State that eligible renewable energy resources and zero carbon resources supply 100 percent of all retail sales of electricity to California end use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045.</p>	<ul style="list-style-type: none"> • Establishes as State policy that RPS-eligible and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers no later than December 31, 2045. • Requires CARB to consult with CPUC and CEC to take steps to ensure that a transition to a zero carbon electric system does not cause or contribute to greenhouse gas emissions increases elsewhere in the western grid, and is achieved consistent with the dormant commerce clause of the U.S. Constitution. • Requires CPUC, CEC, CARB, and other State agencies to incorporate this policy into all relevant planning. • Requires CPUC, CEC, and CARB to take steps, as specified, to ensure, among other things: <ul style="list-style-type: none"> ○ Safety, reliability, and balancing of the electric system, and prevent unreasonable impacts to customer rates and bills; ○ Adopt policies or actions, where feasible, to ensure equity in GHG emissions reductions between the electricity sector and other sectors; ○ Ensure equivalent rules and requirements for all retail sellers and publicly owned utilities; • Requires CPUC, CEC, and CARB to utilize existing programs to achieve this policy, and prepare, in consultation with all California balancing authorities, a joint report to the Legislature by January 1, 2021, and every four years thereafter, that includes specified information. 	<p>January 1, 2021</p>	<p>Public Utilities Code §454.53</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 854 (SEN B&FR) Chapter 51</p>	<p>Public Resources</p> <p>Of interest to CARB, this bill authorizes CARB to provide advance payments to grantees under certain conditions. The bill authorizes CARB to adopt a schedule of fees to cover all or part of CARB's reasonable costs associated with certification, audit, and compliance of certain types of vehicles, engines, parts, and components that have no current cost recovery authority.</p>	<p>Requires CARB:</p> <ul style="list-style-type: none"> To adopt, in consultation with DOF, a regulation implementing the advance payment to grantees of a grant program of a grant program or project if CARB elects to implement advanced payments and determines specified conditions are met. To undertake a public process to review and streamline existing procedures for exempting aftermarket parts from anti-tampering laws, including the use of outside resources. 	<p>No specified date</p>	<p>Health and Safety Code §39603.1</p> <p>Health and Safety Code §43019.3</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 901 (DodD) Chapter 626</p>	<p>Wildfires</p> <p>Establishes a framework to address issues related to wildfire prevention, response, and recovery through forestry and landscape management, including quantification and assessment of GHG emissions.</p>	<p>Requires CARB to:</p> <ul style="list-style-type: none"> • Develop a standardized GHG quantification methodology for fuel reduction activities to meet GGRF accounting requirements; • Develop baseline of GHG emissions from California's historic natural fire regime; and, • Develop a report assessing greenhouse gas emissions from wildfire and forest management activities every five years. 	<p>December 31, 2020</p>	<p>Health and Safety Code §38535</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1000 (Lara) Chapter 368</p>	<p>Transportation Electrification: Infrastructure</p> <p>Requires CPUC to consider, as part of an existing proceeding, facilitating development of technologies that support grid integration, including submetering capabilities, exploring policies on technology development and rate strategies that reduce the effect of demand charges, and adopting a tariff specific to heavy-duty EV fleets or electric trucks and buses that encourages charging during times of excess grid capacity.</p>	<p>CARB must consult with CEC as CEC assesses whether charging stations are disproportionately deployed.</p>	<p>None specified</p>	<p>Public Resources Code §25231</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1013 (Lara) Chapter 375</p>	<p>Fluorinated Refrigerants</p> <p>Codifies prohibitions on certain ozone depleting substances and hydrofluorocarbons, as specified, and clarifies CARB's authority to adopt a regulation to implement, enforce, and accelerate these prohibitions, to prohibit additional substances, and to add new substances for use. The bill also creates a program to promote the adoption of low global warming potential refrigerants.</p>	<ul style="list-style-type: none"> • Requires CARB to initiate and administer a rulemaking to conform to federal action if U.S. EPA approves a previously prohibited hydrofluorocarbon blend for foam blowing. • Requires CARB to administer the Fluorinated Gases Emission Reduction Incentive Program. • Requires CARB, when awarding incentives, to prioritize the following: <ul style="list-style-type: none"> ○ Low-global warming potential alternatives that maximize emissions reductions and focus on key cooling sectors where technology is commercially available. ○ The use of low-global warming potential alternatives in new technologies for which higher upfront costs, compared with hydrofluorocarbon systems, have been identified by CARB as a market impediment. • Requires the incentive program to incorporate specific elements. 	<p>No specified date</p>	<p>Health and Safety Code §39734</p> <p>Public Resources Code Division 45 (commencing with §76000)</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1014 (Skinner) Chapter 369</p>	<p>Clean Miles Standard and Incentive Program</p> <p>Addresses GHG emissions from transportation network companies, which represent a growing element of California's transportation sector.</p>	<ul style="list-style-type: none"> Requires CARB to establish an emissions baseline for transportation network companies on a per-passenger-mile basis by January 1, 2020, and requires CARB to adopt, by January 1, 2021, annual targets and goals, beginning in 2023, for a reduction under the baseline. Additionally, the bill directs CPUC to implement the targets. Requires CARB and CPUC to review available data related to barriers to expanding usage of zero emission vehicles by transportation network companies at least every two years, including data relative to current and future electric transportation adoption rates and charging infrastructure utilization rates. Requires CARB to work with transportation network companies, including their affiliates, fleet owners that provide vehicles by contract to participating drivers for use on transportation network company platforms; entities contracting with participating drivers to provide zero emission vehicles for use on transportation network company platforms; and stakeholders to evaluate the role of rental fleet, car share fleet, and business Clean Vehicle Rebate Project incentives with the California Clean Miles Standard and Incentive Program. 	<p>January 1, 2020</p> <p>January 1, 2021</p>	<p>Health and Safety Code §44274.4</p> <p>Public Utilities Code §5431 and §5450</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1072 (Leyva) Chapter 377</p>	<p>Climate Collaboratives: Technical Assistance</p> <p>Establishes a regional climate collaborative program to assist under resourced communities with accessing statewide public and other grant money for climate change mitigation and adaptation related projects.</p>	<p>No specific mandates for CARB. However, CARB will be required to provide technical assistance, consult with SGC on guidelines development, and train SGC in using CARB's quantification methodologies, in addition to existing statutory obligations to coordinate guidelines and procedures, and compile data for status reports and outcomes from regional climate collaborative programs.</p>	<p>None specified</p>	<p>Public Resources Code §71131 and Part 3.6, commencing with §71130</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1119 (Beall) Chapter 606</p>	<p>Low Carbon Transit Operations Program Removes from LCTOP certain statutory limitations to allow public transit agencies to more effectively and efficiently utilize their LCTOP funds.</p>	<p>No direct mandates on CARB. However, CARB will coordinate with Caltrans on agency guidelines to demonstrate that proposed expenditures meet program criteria, and assist with project reviews to ensure compliance with program criteria.</p>	<p>No date specified</p>	<p>Public Resources Code §75230</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1260 (Jackson) Chapter 624</p>	<p>Fire Prevention: Prescribed Burns</p> <p>Advances an air quality and smoke monitoring framework in support of prescribed fires and wildland fire management to provide a better understanding of the cumulative impacts of extreme wildfires, compared to the benefits of managed prescribed fires in preventing such events. The bill requires a public awareness campaign regarding prescribed burns.</p>	<p>Requires CARB and CAL FIRE, in coordination with local air districts, to develop and fund a program to enhance air quality and smoke monitoring and provide a public awareness campaign regarding prescribed burns. Program implementation is dependent on appropriation of funding by the Legislature.</p>	<p>No specified date</p>	<p>Public Resources Code Article 4 (commencing with §4495)</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1403 (Lara) Chapter 370</p>	<p>Clean Heavy-Duty Vehicle Program Assesses and supports the development of clean technologies in the medium- and heavy duty vehicle and equipment space, including funding needs for clean schoolbuses.</p>	<p>Requires CARB to include a three-year investment strategy for zero and near-zero-emission heavy-duty vehicles and equipment in the annual Funding Plan for Low Carbon Transportation Investments and the Air Quality Improvement Program, beginning with fiscal year 2019–2020.</p> <p>Requires the Funding Plan for Low Carbon Transportation Investments and the Air Quality Improvement Program to include information related to milestones achieved by the State's school bus incentive programs and projected funding needs.</p>	<p>Beginning with the fiscal year 2019-2020 annual Funding Plan</p>	<p>Health and Safety Code §39719.2</p>

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>SB 1440 (Hueso) Chapter 739</p>	<p>Energy: Biomethane Procurement</p> <p>Advances the development of biomethane in California to help reduce GHG emissions and achieve a methane reduction target that is part of the State's Short-Lived Climate Pollutant Strategy.</p>	<p>Requires CARB to consult with CPUC, and requires CPUC to consider adopting specific biomethane procurement targets or goals for each gas corporation so that each gas corporation procures a proportionate share of biomethane annually, as determined by CPUC.</p>	<p>No specified date</p>	<p>Public Utilities Code §651</p>

LEGISLATIVE HEARINGS AND EVENTS

2018 LEGISLATIVE HEARINGS AND EVENTS

- January 4: Joint Legislative Committee on Climate Change Policies
“2030 Target Scoping Plan”
- January 17: Senate Environmental Quality and Budget Subcommittee No. 2 on Resources,
Environmental Protection, Energy and Transportation – Joint Hearing
“California’s Cap-and-Trade Program: CARB’s 2017 Scoping Plan”
- February 2: Annual Briefing for Legislative Staff on CARB Programs
- February 15: Joint Legislative Committee on Climate Change Policies
“Urban Forestry and Urban Greening Projects”
- February 20: Senate Transportation and Housing Committee
“Autonomous Vehicles: Opportunities and Challenges”
- March 2: Senate Transportation and Housing Committee
“Impacts of SB 1 (Beall) Transportation Funding”
- March 8: Senate Budget and Fiscal Review Subcommittee No. 2 on Resources,
Environmental Protection, Energy and Transportation
SB 110 School Bus Retrofit and Replacement Program, Zero Emission Vehicle
Infrastructure Initiative
- March 12: Assembly Committee on Revenue and Taxation
Subject: Carl Moyer Memorial Air Quality Standards Attainment Program
Grants
- March 21: Assembly Budget Subcommittee No. 3 on Resources and Transportation
Air Resources Board: Cap-and-Trade
- March 22: Senate Budget and Fiscal Review Subcommittee No. 2 on Resources,
Environmental Protection, Energy and Transportation
Air Resources Board: Greenhouse Gas Reduction Fund
- April 5: AB 617 Community Planning Meeting with Assemblymember Reyes in San
Bernardino

- April 12: Assemblymember Muratsuchi: Townhall on Fighting Pollution Together, Torrence
- April 19: Senate Budget Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation
3900: Air Resources Board
- April 25: Assembly Budget Subcommittee No. 3 on Resources and Transportation
April Letters
- May 3: Joint Legislative Committee on Climate Change Policies, Informational Hearing
Subject: Cap- and- Trade
- May 3: Senate Budget and Fiscal Review Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation, Informational Hearing
Subject: Governor’s Zero Emission Vehicle Executive Order
- May 16: Assembly Budget Subcommittee No. 3 on Resources and Transportation
3900: Air Resources Board
- May 16: Senate Budget Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation
3900: Air Resources Board
- May 17: Senate Budget Subcommittee No. 2 on Resources, Environmental Protection, Energy and Transportation
3900: Air Resources Board
- May 22: Assembly Budget Subcommittee No. 3 on Resources and Transportation
3900: Air Resources Board
- May 23: Assembly Budget Subcommittee No. 3 on Resources and Transportation
Zero Emission Vehicles and Charging Infrastructure
- May 24: Joint Legislative Committee on Climate Change Policies, Informational Hearing
Subject: Cap-and-Trade
- June 19: Assembly Select Committee on California’s Energy Future
Subject: Low Carbon Fuel Standard

- July 2: Joint Legislative Committee on Climate Change Policies
“Decarbonizing the Electric Grid: Tracking the GHGs in Our Electrons”
- September 7: Press Event Celebrating Launch of Clean Vehicle Assistance Program with
Senator Kevin De Leon and Assemblymember Bonta
- October 22: Press Event Celebrating the Launch of the Funding Agricultural Replacement
Measures for Emission Reductions (FARMER) Program with Assemblymember
Arambula.

ROSTER OF LEGISLATORS

2018 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
(Resigned seat in November 2017)		
Bonta, Rob	D	Alameda
Brough, William P.	R	Dana Point
Burke, Autumn R.	D	Inglewood
Caballero, Anna	D	Salinas
Calderon, Ian C.	D	Whittier
Carrillo, Wendy	D	Los Angeles
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, Kansen	D	San Jose
Cooley, Ken	D	Rancho Cordova
Cooper, Jim	D	Elk Grove
Cunningham, Jordan	R	San Luis Obispo
Dababneh, Matthew M.	D	Encino
(Resigned seat in January 2018)		
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

Gabriel, Jesse	D	Encino
(Elected in June 2018 to fill seat vacated by Assemblymember Dababneh)		
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
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
Kamlager-Dove, Sydney	D	Los Angeles
(Elected in April 2018 to fill seat vacated by Assemblymember Ridley-Thomas)		
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
Oberholte, Jay P.	R	Big Bear Lake
O'Donnell, Patrick	D	Long Beach
Patterson, Jim	R	Fresno
Quirk, Bill	D	Hayward
Quirk-Silva, Sharon	D	Fullerton
Rendon, Anthony Ph. D.	D	Lakewood
Reyes, Eloise Gómez	D	San Bernardino

Rivas, Luz	D	San Fernando
(Elected in June 2018 to fill seat vacated by Assemblymember Bocanegra)		
Ridley-Thomas, Sebastian	D	Los Angeles
(Resigned seat in December 2017)		
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

2018 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
Chang, Ling Ling	R	Brea
(Elected in June 2018 to replace Senator Newman)		
De León, Kevin	D	Los Angeles
Delgado, Vanessa	D	Cerritos
(Elected in August 2018 to fill seat vacated by Senator Mendoza)		
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
(Resigned seat in February 2018)		
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
(Recalled in June 2018)		
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