

AIR QUALITY AND CLIMATE LEGISLATION

2019 ANNUAL SUMMARY

Legislative Office



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STEVE TRUMBLY

ANDREW TSIU

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

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

The 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 (AB) 32 (Núñez and Pavley, Chapter 488, Statutes of 2006), 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 relating to pending legislation and serves as a resource to the Legislature and legislative staff.

This report contains brief descriptions of the most pertinent legislation the Office of Legislative Affairs tracked during the first year of the 2019-2020 Legislative Session. The bills included in this summary are indexed in several ways – by subject, by author, and by bill number. Year-end status is noted as Chaptered, Vetoed, Dead, 2-Year, or Not Applicable (N/A). “Chaptered” refers to the Chapter Number assigned to enacted bills (e.g., AB 32 is Chapter 488, Statutes of 2006), “2-Year” refers to bills that will carry over to the second year of the Legislative Session, and “N/A” refers to bills that initially related to air quality or climate but were subsequently amended to remove provisions of interest to CARB. The bills held in either the Senate or Assembly Appropriations Committees are noted as “Dead” with the exception of bills the Assembly Appropriations Committee has identified as 2-Year.

This year, the Legislature considered over 3,000 bills and resolutions. CARB's Office of Legislative Affairs tracked 403 bills, and analyzed 101 bills this year. Forty-three of the bills tracked (including 15 of the bills analyzed) and having implications for air quality, climate, or government operations were signed into law (chaptered), while fourteen of the tracked bills (including 3 of the bills analyzed) were vetoed. A listing of all tracked bills that were chaptered or vetoed may be found on pages 75 and 79, 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 99.

In addition to working on legislation, CARB participated in numerous hearings and events. The “Major Legislative Hearings” section begins on page 111.

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
ASM Budget	Assembly Budget Committee
ASM Judiciary	Assembly Judiciary 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
CNRA	California Natural Resources Agency
CPUC	California Public Utilities Commission
CTC	California Transportation Commission
CVRP	Clean Vehicle Rebate Project
DGS	Department of General Services
DMV	Department of Motor Vehicles
DOGGR	Division of Oil, Gas, and Geothermal Resources
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EV	Electric Vehicle
GGRF	Greenhouse Gas Reduction Fund
GHG	Greenhouse Gas
GO-Biz	Governor's Office of Business and Economic Development
HCD	California Department of Housing and Community Development
HSRA	High-Speed Rail Authority
I&M	Inspection and Maintenance
IEMAC	Independent Emissions Market Advisory Committee

MPO	Metropolitan Planning Organizations
N/A	Not Applicable
PACE	Property Assessed Clean Energy
RPS	Renewables Portfolio Standard
SB	Senate Bill
SCA	Senate Constitutional Amendment
SCC	California State Coastal Conservancy
SCS	Sustainable Communities Strategy
SEN Budget	Senate Budget & Fiscal Review Committee
SGC	Strategic Growth Council
SR	Senate Resolution
TOD	Transit-oriented development
SWRCB	State Water Resources Control Board

BILLS BY SUBJECT

Bills may be listed under more than one subject heading.

ADMINISTRATIVE PROCEDURES

AB 185	Grayson	Biannual Transportation Meetings	Chapter 534
AB 312	Cooley	Regulation Review	Dead
AB 469	Petrie-Norris	Records Management Coordinator	Chapter 302
AB 474	Reyes	California Capital Access Loan Program	Dead
AB 802	Stone	Open Data Portal	Dead
AB 805	Obernolte	Reports to Legislative Committees	2-Year
AB 939	Frazier	Major Regulations	2-Year
AB 1013	Obernolte	Reviewers of State Grant Applications	Chapter 498
AB 1184	Gloria	Email Record Retention	Vetoed
AB 1252	Rivas, R.	Environmental Justice Small Grant Program	Vetoed
AB 1274	Arambula	California Partnership for the San Joaquin Valley	2-Year
AB 1430	Garcia, E.	Cost-effective Definition	2-Year
AB 1628	Rivas, R.	Environmental Justice Definition	Chapter 360
AB 1657	Garcia, E.	Salton Sea Oversight Committee	2-Year
AB 1819	ASM Judiciary	Reproduction of Public Records	Chapter 695
AJR 10	Reyes	Federal Clean Air Act	Chapter 182
SB 53	Wilk	Open Meetings of Advisory Bodies	Dead
SB 749	Durazo	Records and Trade Secrets	2-Year

AIR QUALITY/EMISSIONS

AB 315	Garcia, C.	Annual Reporting of Stationary Source Emissions	N/A
AB 345	Muratsuchi	Location Restrictions for Oil and Gas Operations	2-Year
AB 661	McCarty	Wildfire Smoke Air Pollution Emergency Plan	Chapter 392
AB 836	Wicks	Clean Air Center Incentive Program	Chapter 393
AB 1124	Maienschein	Outdoor Workers: Wildfire Smoke	2-Year
SB 1	Atkins	California Environmental Defense Act	Vetoed
SB 558	Hueso	California-Mexico Affairs Commission	Vetoed

Salton Sea

AB 1657	Garcia, E.	Salton Sea Oversight Committee	2-Year
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ALTERNATIVE MOBILITY

AB 1112	Friedman	Shared Mobility Devices	2-Year
AB 1263	Low	Peer-to-Peer Car Sharing	2-Year
SB 400	Umberg	Clean Cars 4 All: Mobility Option	Chapter 271

BUDGET

AB 74	Ting	Budget Act of 2019	Chapter 23
AB 85	ASM Budget	Public Resources Omnibus Trailer Bill	2-Year
AB 100	ASM Budget	Safe and Affordable Drinking Water Fund	2-Year
AB 109	Ting	Budget Bill Junior	2-Year
AB 190	Ting	Budget Act of 2019	2-Year
AB 352	Garcia, E.	Environmental Bond Act of 2020	2-Year
AB 1298	Mullin	Climate Resiliency Bond Act of 2020	2-Year
SB 45	Allen	Environmental Bond Act of 2020	2-Year
SB 73	Mitchell	Budget Act of 2019	Dead
SB 101	SEN Budget	Safe and Affordable Drinking Water Fund	Dead
SB 200	Monning	Safe and Affordable Drinking Water Fund	Chapter 120

CEQA

AB 490	Salas	CEQA: Affordable Housing Streamlining	2-Year
AB 1236	Lackey	Recycled Materials Innovation Grant Program	Dead
AB 1560	Friedman	CEQA: Major Transit Stop	Chapter 631
SB 25	Caballero	CEQA: Opportunity Zones	2-Year

CLIMATE CHANGE

AB 464	Garcia, C.	AB 32 Spot Bill	2-Year
AB 479	Nazarian	School Meals: Plant-Based Food and Milk Options	N/A
AB 572	Kalra	Deforestation-Free Procurement Act	Dead
AB 639	Cervantes	Task Force on Lower Carbon Workforce Impacts	2-Year
AB 966	Bonta	Cement Plants	2-Year
AB 1284	Carrillo	Carbon Neutrality	2-Year
AB 1298	Mullin	Climate Resiliency Bond Act of 2020	2-Year
AB 1445	Gloria	Climate Change Emergency Declaration	2-Year
AB 1463	Gabriel	AB 32 Spot Bill	2-Year
SB 1	Atkins	California Environmental Defense Act	Vetoed
SB 43	Allen	Carbon Intensity Pricing: Retail Products	2-Year
SB 466	Wilk	Environmental Farming Program Spot Bill	2-Year
SB 535	Moorlach	Greenhouse Gases: Wildfire Emissions	Dead
SB 613	Stern	GHG Emissions Estimate of State Food Purchases	Dead
SB 677	Allen	AB 32 Spot Bill	N/A
SB 682	Allen	Radiative Forcing Climate Accounting Protocol	Dead
SB 739	Stern	Climate Change Research and Development	2-Year

AB 32 Scoping Plan

AB 144	Aguiar-Curry	Organic Waste	Dead
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Cap-and-Trade Auction Proceeds

AB 74	Ting	Budget Act of 2019	Chapter 23
AB 195	Patterson	Housing Grant Reporting Requirements	2-Year
AB 235	Mayes	Wildfire Victim Recovery Bonds	N/A
AB 257	Mathis	Woody Biomass Disposal Pilot Program	N/A
AB 285	Friedman	California Transportation Plan	Chapter 605
AB 343	Patterson	Fuels Transportation Grant Program	Dead
AB 740	Burke	Climate Change Catastrophe Compensation Fund	N/A
AB 970	Salas	Non-Emergency Transportation Grant Program	Vetoed
AB 1167	Mathis	GGRF: High-Speed Rail Appropriation Repeal	2-Year
AB 1232	Gloria	Low-Income Weatherization Program	Chapter 754
AB 1236	Lackey	Recycled Materials Innovation Grant Program	Dead
AB 1237	Aguiar-Curry	GGRF: Guidelines	Chapter 357
AB 1002	Quirk-Silva	Low Carbon Fuel Standard: GGRF	2-Year
AB 1350	Gonzalez, L.	Youth Transit Pass Pilot Program	2-Year
AB 1778	Boerner Horvath	GGRF Spot Bill	2-Year
SB 25	Caballero	CEQA: Opportunity Zones	2-Year
SB 73	Mitchell	Budget Act of 2019	Dead
SB 101	SEN Budget	Safe and Affordable Drinking Water Fund	Dead
SB 182	Jackson	GGRF: Wildfire Prevention	2-Year
SB 200	Monning	Safe and Affordable Drinking Water Fund	Chapter 120
SB 236	Wilk	GGRF: Low-Carbon Innovation	2-Year
SB 319	Moorlach	GGRF: Additional Traffic Lanes	N/A
SB 351	Hurtado	GGRF: Transformative Climate Communities	Chapter 368
SB 584	Moorlach	GGRF: Electrical Infrastructure Undergrounding	N/A
SB 667	Hueso	GGRF: Recycling Infrastructure and Facilities	N/A
SB 669	Caballero	Safe Drinking Water Fund	N/A

Cap-and-Trade Regulation

AB 293	Garcia, E.	Greenhouse Gases: Offset Protocols	Chapter 85
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Climate Adaptation

AB 65	Petrie-Norris	Climate Adaptation: Local General Plans	Chapter 347
AB 352	Garcia, E.	Environmental Bond Act of 2020	2-Year
AB 296	Cooley	Voluntary Tax Contributions for Climate Grants	Vetoed

AB 552	Stone	Coastal Resilience, Adaptation, and Access	Dead
AB 839	Mullin	Climate Adaptation Account	Dead
AB 975	Calderon	California Coastal Resilience and Adaptation	Dead
AB 1298	Mullin	Climate Resiliency Bond Act of 2020	2-Year
AB 1431	Burke	Greenhouse Gases: Workforce Development	2-Year
SB 168	Wieckowski	Chief Climate Resilience Officer	Dead
SB 576	Umberg	Climate Ready Program	Chapter 374
SB 45	Allen	Environmental Bond Act of 2020	2-Year
SB 253	Dodd	Environmental Farming Incentive Program	Dead
SB 739	Stern	Climate Change Research and Development	2-Year

ENERGY

AB 56	Garcia, E.	Backstop Renewable Energy Procurement	2-Year
AB 191	Patterson	Disaster Exemption from Building Standards	2-Year
AB 383	Mayes	Clean Energy Financing Clearinghouse	Dead
AB 491	Rubio, B.	Study on Hydrogen Use in Natural Gas Infrastructure	Dead
AB 660	Levine	Cool Roof Building Standards	2-Year
AB 793	Ting	Solid Waste Biomass Definition	2-Year
AB 801	Levine	Residential Solar Funding Program Study	Dead
AB 877	Gabriel	Solar Energy and Energy Storage Systems	2-Year
AB 915	Mayes	Renewables Portfolio Standards	Dead
AB 961	Reyes	Non-Energy Benefits of Distributed Generation	Dead
AB 1028	Gonzalez, L.	Clean Energy Job Creation	Dead
AB 1039	Muratsuchi	Advanced Energy Storage Spot Bill	2-Year
AB 1083	Burke	CCST Study of Energy-related Legislation	Chapter 818
AB 1143	Quirk	Renewable Gas Building Program	2-Year
AB 1144	Friedman	SGIP Energy Storage for Fire Threats	Chapter 394
AB 1208	Ting	Clean Energy User Tax Exemption	Chapter 238
AB 1276	Bonta	Green New Deal	2-Year
AB 1347	Boerner Horvath	State and Local Buildings Zero Carbon by 2031	2-Year
AB 1371	Cunningham	RPS: Offshore Wind	2-Year
AB 1503	Burke	Workforce Opportunities in Microgrid Report	Dead
AB 1551	Arambula	PACE	2-Year
AB 1583	Eggman	Plastic Recycling CAEATFA Sunset	Chapter 690
AB 1584	Quirk	Electricity Procurement Cost Allocation	Chapter 397
AB 1686	Burke	Energy Consumption Report	2-Year
AB 1690	Flora	Biomass Facilities Contract Extension	2-Year
AB 1733	Salas	Clean Energy Credits Under RPS	2-Year

AB 1762	Boerner Horvath	RPS Program Reform Spot Bill	2-Year
AB 1799	Friedman	Natural Gas Market	Dead
ACA 17	Gray	Hydroelectric Facilities as Renewable Generation	2-Year
ACA 18	Cunningham	Nuclear Facilities as Renewable Generation	2-Year
ACR 135	Calderon	Energy Efficiency Day	Chapter 181
SB 49	Skinner	Appliance Energy Efficiency	Chapter 697
SB 155	Bradford	RPS and Integrated Resource Plans	Chapter 401
SB 386	Caballero	RPS Exemption	2-Year
SB 457	Hueso	Biomethane Incentive Program	Chapter 479
SB 515	Caballero	CPUC High Hazard Zone Fuel Report	2-Year
SB 520	Hertzberg	Electric Service Provider of Last Resort	Chapter 408
SB 597	Hueso	Pumped Hydro Pilot Project	2-Year
SB 662	Archuleta	Green Electrolytic Hydrogen	2-Year
SB 676	Bradford	Transportation Electrification	Chapter 484
SB 708	Hueso	CAISO	2-Year
SB 773	Skinner	Energy Efficiency Programs Spot Bill	2-Year
SB 774	Stern	Microgrids	2-Year

Green Buildings and Energy Efficiency

AB 191	Patterson	Disaster Exemption from Building Standards	2-Year
AB 383	Mayes	Clean Energy Financing Clearinghouse	Dead
AB 660	Levine	Cool Roof Building Standards	2-Year
AB 801	Levine	Residential Solar Funding Program Study	Dead
AB 1028	Gonzalez, L.	Clean Energy Job Creation	Dead
AB 1143	Quirk	Renewable Gas Building Program	2-Year
AB 1347	Boerner Horvath	State and Local Buildings Zero Carbon by 2031	2-Year
AB 1551	Arambula	PACE	2-Year
ACR 135	Calderon	Energy Efficiency Day	Chapter 181
SB 49	Skinner	Appliance Energy Efficiency	Chapter 697
SB 773	Skinner	Energy Efficiency Programs Spot Bill	2-Year

Renewable Energy

AB 56	Garcia, E.	Backstop Renewable Energy Procurement	2-Year
AB 793	Ting	Solid Waste Biomass Definition	2-Year
AB 801	Levine	Residential Solar Funding Program Study	Dead
AB 877	Gabriel	Solar Energy and Energy Storage Systems	2-Year
AB 915	Mayes	Renewables Portfolio Standards	Dead
AB 1143	Quirk	Renewable Gas Building Program	2-Year

AB 1276	Bonta	Green New Deal	2-Year
AB 1347	Boerner Horvath	State and Local Buildings Zero Carbon by 2031	2-Year
AB 1371	Cunningham	RPS: Offshore Wind	2-Year
AB 1690	Flora	Biomass Facilities Contract Extension	2-Year
AB 1733	Salas	Clean Energy Credits Under RPS	2-Year
AB 1762	Boerner Horvath	RPS Program Reform Spot Bill	2-Year
ACA 17	Gray	Hydroelectric Facilities as Renewable Generation	2-Year
ACA 18	Cunningham	Nuclear Facilities as Renewable Generation	2-Year
ACR 135	Calderon	Energy Efficiency Day	Chapter 181
SB 386	Caballero	RPS Exemption	2-Year
SB 457	Hueso	Biomethane Incentive Program	Chapter 479
SB 515	Caballero	CPUC High Hazard Zone Fuel Report	2-Year
SB 520	Hertzberg	Electric Service Provider of Last Resort	Chapter 408
SB 597	Hueso	Pumped Hydro Pilot Project	2-Year

ENFORCEMENT/PENALTIES

AB 238	Santiago	Enforcement	2-Year
AB 1545	Obernolte	Small Business Regulatory Fairness Act	Dead
SB 1	Atkins	California Environmental Defense Act	Vetoed

ENVIRONMENTAL JUSTICE

AB 1252	Rivas, R.	Environmental Justice Small Grant Program	Vetoed
AB 1628	Rivas, R.	Environmental Justice Definition	Chapter 360

FORESTRY

Wildfire Prevention

AB 74	Ting	Budget Act of 2019	Chapter 23
AB 235	Mayes	Wildfire Victim Recovery Bonds	N/A
AB 257	Mathis	Woody Biomass Disposal Pilot Program	N/A
AB 616	Patterson	California Forest Carbon Plan Reporting	Dead
AB 1144	Friedman	SGIP Energy Storage for Fire Threats	Chapter 394
AB 1298	Mullin	Climate Resiliency Bond Act of 2020	2-Year
SB 73	Mitchell	Budget Act of 2019	Dead
SB 182	Jackson	GGRF: Wildfire Prevention	2-Year
SB 515	Caballero	CPUC High Hazard Zone Fuel Report	2-Year
SB 584	Moorlach	GGRF: Electrical Infrastructure Undergrounding	N/A

FUELS

Low Carbon Fuels

AB 254	Quirk-Silva	Flexible Fuel Vehicles	N/A
AB 491	Rubio, B.	Study on Hydrogen Use in Natural Gas Infrastructure	Dead
AB 745	Petrie-Norris	Hydrogen Vehicle Fuel Sales Tax Exemption	Dead
AB 1002	Quirk-Silva	Low Carbon Fuel Standard: GGRF	2-Year
AB 1115	Quirk-Silva	Low Carbon Fuel Standard	2-Year
AB 1156	Garcia, E.	Environmental Credit Insurance Program	Dead
AB 1195	O'Donnell	Low Carbon Fuel Standard	Vetoed
AB 1655	O'Donnell	Hydrogen Fuel	2-Year
SB 662	Archuleta	Green Electrolytic Hydrogen	2-Year

FREIGHT TRANSPORTATION

AB 371	Frazier	Sustainable Freight: Economic Assessment	Dead
AB 1262	O'Donnell	California Sustainable Freight Action Plan	2-Year
AB 1411	Reyes	California Sustainable Freight Action Plan	2-Year
SB 498	Hurtado	Short-Line Railroad Funding	2-Year

Ports

AB 821	O'Donnell	California Port Efficiency Program	2-Year
AB 1321	Gipson	Coastal Ports: Automated Technology	2-Year
AB 1575	O'Donnell	Intermodal Chassis Inspections	2-Year
SB 69	Wiener	Vessel Speed Reduction Incentive Program	Dead

GREENHOUSE GASES See CLIMATE CHANGE and/or ENERGY

HIGH-SPEED RAIL

AB 74	Ting	Budget Act of 2019	Chapter 23
AB 553	Melendez	High-Speed Rail Bonds: Housing	2-Year
AB 1167	Mathis	GGRF: High-Speed Rail Appropriation Repeal	2-Year
SB 73	Mitchell	Budget Act of 2019	Dead
SB 147	Beall	High-Speed Rail Authority	2-Year

INCENTIVE PROGRAMS

AB 40	Ting	Clean Vehicle Rebate Project	2-Year
AB 74	Ting	Budget Act of 2019	Chapter 23
AB 126	Cooper	Clean Vehicle Rebate Project	2-Year
AB 474	Reyes	California Capital Access Loan Program	Dead

AB 659	Mullin	California Smart City Challenge Grant Program	Dead
AB 784	Mullin	Transit Bus Sales Tax Exemption	Chapter 684
AB 847	Grayson	Housing: Transportation-related Grant Program	2-Year
AB 1046	Ting	Clean Vehicle Rebate Project	Dead
AB 1208	Ting	Clean Energy User Tax Exemption	Chapter 238
AB 1252	Rivas, R.	Environmental Justice Small Grant Program	Vetoed
AB 1406	O'Donnell	ARFVTP	Dead
AB 1578	Rivas, L.	School Pavement to Parks Grant Program	Vetoed
AB 1583	Eggman	Plastic Recycling CAEATFA Sunset	Chapter 690
AB 1589	Salas	Carl Moyer Program: Heavy-Duty Off Road Eqpt.	Dead
AB 1621	Frazier	ARFVTP	2-Year
SB 73	Mitchell	Budget Act of 2019	Dead
SB 216	Galgiani	Carl Moyer Program: Heavy-Duty Truck Exchange	Dead
SB 400	Umberg	Clean Cars 4 All: Mobility Option	Chapter 271

Taxes and Fees

AB 321	Patterson	Sales and Use Tax	Chapter 226
AB 938	Rivas, R.	Sales and Use Tax: Low-Emission Vehicles	Dead

LAND USE AND HOUSING

AB 11	Chiu	Redevelopment Agencies	2-Year
AB 148	Quirk-Silva	Sustainable Community Strategies	2-Year
AB 434	Daly	Housing Financing Programs	2-Year
AB 847	Grayson	Housing: Transportation-related Grant Program	2-Year
AB 1483	Grayson	Housing Data: Collection and Reporting.	Chapter 662
AB 1717	Friedman	Transit-Oriented Affordable Housing	Dead
AB 1763	Chiu	Planning and Zoning: Density Bonus	Chapter 666
AB 1786	O'Donnell	Land Use and Planning: Housing Element	2-Year
SB 4	McGuire	Land Use and Planning: Housing Element	2-Year
SB 5	Beall	Land Use and Planning: Housing Element	Vetoed
SB 50	Wiener	Housing Development: Streamlined Approval	Dead
SB 191	Morrell	Land Use: Housing Element Spot Bill	2-Year

LOCAL AIR DISTRICTS

AB 423	Gloria	San Diego County Air Pollution Control District	Chapter 744
AB 464	Garcia, C.	AB 32 Spot Bill	2-Year
AB 661	McCarty	Wildfire Smoke Air Pollution Emergency Plan	Chapter 392
AB 1038	Muratsuchi	Scientific and Engineering Review	N/A

AB 1714	Aguiar-Curry	Controls for Wine Fermentation Emissions	2-Year
SB 629	McGuire	Notice Requirements for Hearing Boards	2-Year
SB 732	Allen	SCAQMD Transactions and Use Tax	2-Year

LOW EMISSION VEHICLES See MOTOR VEHICLES

MOTOR VEHICLES

AB 159	Voepel	Vehicles: Commercial Inspection Facilities	2-Year
AB 735	Melendez	Vehicular Air Pollution: Child Labor	2-Year
AB 814	Chau	Vehicles: Unlawful Access to Computer Systems	Chapter 16
AB 1418	Chiu	Transportation Electrification: School Buses	2-Year
AB 1744	Salas	Emissions Reduction Credit Program	2-Year
SB 44	Skinner	Mobile Source Strategy	Chapter 297

Autonomous Vehicles/Ridesharing

SB 59	Allen	Automated Vehicle Advisory Committee	Dead
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EV Infrastructure

AB 684	Levine	Electric Vehicle Charging Building Standards	Vetoed
AB 983	Boerner Horvath	Transportation Electrification	2-Year
AB 1100	Kamlager-Dove	EV Parking Requirements	Chapter 819
AB 1238	Cunningham	EV Charging Station Study	2-Year
AB 1646	Burke	EV Parking Spaces in Development Projects	2-Year
SB 676	Bradford	Transportation Electrification	Chapter 484

Low Emission Vehicles and Zero-Emission Vehicles

AB 784	Mullin	Transit Bus Sales Tax Exemption	Chapter 684
AB 970	Salas	Non-Emergency Transportation Grant Program	Vetoed
SB 662	Archuleta	Green Electrolytic Hydrogen	2-Year

Public Transit

AB 784	Mullin	Transit Bus Sales Tax Exemption	Chapter 684
AB 1350	Gonzalez, L.	Youth Transit Pass Pilot Program	2-Year

Smog Check

AB 210	Voepel	Smog Check Exemption	2-Year
SB 210	Leyva	Heavy-Duty I&M Program	Chapter 298
SB 460	Beall	Vehicles: Biennial Registration	Dead

NATURAL AND WORKING LANDS

AB 352	Garcia, E.	Environmental Bond Act of 2020	2-Year
AB 616	Patterson	California Forest Carbon Plan Reporting	Dead
SB 45	Allen	Environmental Bond Act of 2020	2-Year

OIL AND GAS PRODUCTION

AB 345	Muratsuchi	Location Restrictions for Oil and Gas Operations	2-Year
AB 935	Rivas, R.	Monitoring of Oil and Gas Operations	2-Year
AB 1299	Salas	Refinery-related Community Air Monitoring	2-Year
AB 1328	Holden	Study of Fugitive Emissions from Idle Wells	Chapter 722
AB 1440	Levine	Oil and Gas Development	Vetoed
AB 1441	Levine	Oil and Gas: Notice Requirements	2-Year
AB 1738	Kalra	Idle Well Definition Spot Bill	2-Year
SB 463	Stern	Gas Storage Well Leak Regulation	Chapter 773

PENALTIES See ENFORCEMENT/PENALTIES

PORTS See FREIGHT TRANSPORTATION

REPORTS See ADMINISTRATIVE PROCEDURES

TOXICS

AB 1718	Levine	State Parks and Beaches: Smoking Ban	Vetoed
SB 8	Glazer	State Parks: Smoking Ban	Chapter 761
SB 392	Allen	Green Chemistry	2-Year
SB 458	Durazo	Pesticides: Chlorpyrifos	Dead

TRANSPORTATION PLANNING

AB 185	Grayson	Biannual Transportation Meetings	Chapter 534
AB 285	Friedman	California Transportation Plan	Chapter 605
AB 380	Frazier	Office of the Transportation Inspector General	Dead
AB 1056	Garcia, E.	Sustainable Communities Strategies	N/A
AB 1142	Friedman	Transportation Network Companies	Dead
AB 1243	Fong	Traffic Relief Road Improvement Act	2-Year
AB 1605	Ting	Pricing Program	Vetoed
AB 1633	Grayson	Traffic Signal Optimization Plans	N/A
AB 1730	Gonzalez, L.	Sustainable Community Strategies	Chapter 634
AB 1785	Boerner Horvath	Transportation: North County Transit District	N/A

SB 127	Wiener	Active Transportation	Vetoed
SB 152	Beall	Active Transportation Program	Dead
SB 319	Moorlach	GGRF: Additional traffic lanes	N/A
SB 526	Allen	State Mobility Action Plan for Healthy Communities	Dead

WASTE MANAGEMENT

AB 793	Ting	Solid Waste Biomass Definition	2-Year
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WATER

AB 100	ASM Budget	Safe and Affordable Drinking Water Fund	2-Year
SB 101	SEN Budget	Safe and Affordable Drinking Water Fund	Dead
SB 200	Monning	Safe and Affordable Drinking Water Fund	Chapter 120
SB 669	Caballero	Safe Drinking Water Fund	N/A

ZEV INFRASTRUCTURE

AB 1238	Cunningham	EV Charging Station Study	2-Year
AB 1424	Berman	Electric Vehicle Charging Stations Open Access Act	Dead
AB 1594	Bauer-Kahan	Heavy-duty Electric Vehicle Charging: Ports	2-Year

MISCELLANEOUS

AB 470	Limón	California Green Business Program	Dead
AB 1578	Rivas, L.	School Pavement to Parks Grant Program	Vetoed
SB 1	Atkins	California Environmental Defense Act	Vetoed

BILLS BY AUTHOR

ASSEMBLY

AGUIAR-CURRY

AB 144	Organic Waste	Dead
AB 1237	GGRF: Guidelines	Chapter 357
AB 1714	Controls for Wine Fermentation Emissions	2-Year

ARAMBULA

AB 1274	California Partnership for the San Joaquin Valley	2-Year
AB 1551	PACE	2-Year

BAUER-KAHAN

AB 1594	Heavy-duty Electric Vehicle Charging: Ports	2-Year
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BERMAN

AB 1424	Electric Vehicle Charging Stations Open Access Act	Dead
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BOENER HORVATH

AB 983	Transportation Electrification	2-Year
AB 1347	State and Local Buildings Zero Carbon by 2031	2-Year
AB 1762	RPS Program Reform Spot Bill	2-Year
AB 1778	GGRF Spot Bill	2-Year
AB 1785	Transportation: North County Transit District	N/A

BONTA

AB 966	Cement Plants	2-Year
AB 1276	Green New Deal	2-Year

BURKE

AB 740	Climate Change Catastrophe Compensation Fund	N/A
AB 1083	CCST Study of Energy-related Legislation	Chapter 818
AB 1431	Greenhouse Gases: Workforce Development	2-Year
AB 1503	Workforce Opportunities in Microgrid Report	Dead
AB 1646	EV Parking Spaces in Development Projects	2-Year
AB 1686	Energy Consumption Report	2-Year

CALDERON

AB 975	California Coastal Resilience and Adaptation	Dead
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ACR 135	Energy Efficiency Day	Chapter 181
CARRILLO		
AB 1284	Carbon Neutrality	2-Year
CERVANTES		
AB 639	Task Force on Lower Carbon Workforce Impacts	2-Year
CHAU		
AB 814	Vehicles: Unlawful Access to Computer Systems	Chapter 16
CHIU		
AB 11	Redevelopment Agencies	2-Year
AB 1418	Transportation Electrification: School Buses	2-Year
AB 1763	Planning and Zoning: Density Bonus	Chapter 666
COOLEY		
AB 296	Voluntary Tax Contributions for Climate Grants	Vetoed
AB 312	Regulation Review	Dead
COOPER		
AB 126	Clean Vehicle Rebate Project	2-Year
CUNNINGHAM		
AB 1238	EV Charging Station Study	2-Year
AB 1371	RPS: Offshore Wind	2-Year
ACA 18	Nuclear Facilities as Renewable Generation	2-Year
DALY		
AB 434	Housing Financing Programs	2-Year
EGGMAN		
AB 1583	Plastic Recycling CAEATFA Sunset	Chapter 690
FLORA		
AB 1690	Biomass Facilities Contract Extension	2-Year

FONG

AB 1243 Traffic Relief Road Improvement Act 2-Year

FRAZIER

AB 371 Sustainable Freight: Economic Assessment Dead

AB 380 Office of the Transportation Inspector General Dead

AB 939 Major Regulations 2-Year

AB 1621 ARFVTP 2-Year

FRIEDMAN

AB 285 California Transportation Plan Chapter 605

AB 1112 Shared Mobility Devices 2-Year

AB 1142 Transportation Network Companies Dead

AB 1144 SGIP Energy Storage for Fire Threats Chapter 394

AB 1560 CEQA: Major Transit Stop Chapter 631

AB 1717 Transit-Oriented Affordable Housing Dead

AB 1799 Natural Gas Market Dead

GABRIEL

AB 877 Solar Energy and Energy Storage Systems 2-Year

AB 1463 AB 32 Spot Bill 2-Year

GARCIA, C.

AB 315 Annual Reporting of Stationary Source Emissions N/A

AB 464 AB 32 Spot Bill 2-Year

GARCIA, E.

AB 56 Backstop Renewable Energy Procurement 2-Year

AB 293 Greenhouse Gases: Offset Protocols Chapter 85

AB 352 Environmental Bond Act of 2020 2-Year

AB 1056 Sustainable Communities Strategies N/A

AB 1156 Environmental Credit Insurance Program Dead

AB 1430 Cost-effective Definition 2-Year

AB 1657 Salton Sea Oversight Committee 2-Year

GIPSON

AB 1321 Coastal Ports: Automated Technology 2-Year

GLORIA

AB 423	San Diego County Air Pollution Control District	Chapter 744
AB 1184	Email Record Retention	Vetoed
AB 1232	Low-Income Weatherization Program	Chapter 754
AB 1445	Climate Change Emergency Declaration	2-Year

GONZALEZ, L.

AB 1028	Clean Energy Job Creation	Dead
AB 1350	Youth Transit Pass Pilot Program	2-Year
AB 1730	Sustainable Community Strategies	Chapter 634

GRAY

ACA 17	Hydroelectric Facilities as Renewable Generation	2-Year
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GRAYSON

AB 185	Biannual Transportation Meetings	Chapter 534
AB 847	Housing: Transportation-related Grant Program	2-Year
AB 1483	Housing Data: Collection and Reporting.	Chapter 662
AB 1633	Traffic Signal Optimization Plans	N/A

HOLDEN

AB 1328	Study of Fugitive Emissions from Idle Wells	Chapter 722
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KALRA

AB 572	Deforestation-Free Procurement Act	Dead
AB 1738	Idle Well Definition Spot Bill	2-Year

KAMLAGER-DOVE

AB 1100	EV Parking Requirements	Chapter 819
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LACKEY

AB 1236	Recycled Materials Innovation Grant Program	Dead
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LEVINE

AB 660	Cool Roof Building Standards	2-Year
AB 684	Electric Vehicle Charging Building Standards	Vetoed
AB 801	Residential Solar Funding Program Study	Dead
AB 1440	Oil and Gas Development	Vetoed

AB 1441	Oil and Gas: Notice Requirements	2-Year
AB 1718	State Parks and Beaches: Smoking Ban	Vetoed
LIMÓN		
AB 470	California Green Business Program	Dead
LOW		
AB 1263	Peer-to-Peer Car Sharing	2-Year
MAIENSCHEIN		
AB 1124	Outdoor Workers: Wildfire Smoke	2-Year
MATHIS		
AB 257	Woody Biomass Disposal Pilot Program	N/A
AB 1167	GGRF: High-Speed Rail Appropriation Repeal	2-Year
MAYES		
AB 235	Wildfire Victim Recovery Bonds	N/A
AB 383	Clean Energy Financing Clearinghouse	Dead
AB 915	Renewables Portfolio Standards	Dead
MCCARTY		
AB 661	Wildfire Smoke Air Pollution Emergency Plan	Chapter 392
MELENDEZ		
AB 553	High-Speed Rail Bonds: Housing	2-Year
AB 735	Vehicular Air Pollution: Child Labor	2-Year
MULLIN		
AB 659	California Smart City Challenge Grant Program	Dead
AB 784	Transit Bus Sales Tax Exemption	Chapter 684
AB 839	Climate Adaptation Account	Dead
AB 1298	Climate Resiliency Bond Act of 2020	2-Year
MURATSUCHI		
AB 345	Location Restrictions for Oil and Gas Operations	2-Year
AB 1038	Scientific and Engineering Review	N/A
AB 1039	Advanced Energy Storage Spot Bill	2-Year

NAZARIAN

AB 479 School Meals: Plant-Based Food and Milk Options N/A

OBERNOLTE

AB 805 Reports to Legislative Committees 2-Year

AB 1013 Reviewers of State Grant Applications Chapter 498

AB 1545 Small Business Regulatory Fairness Act Dead

O'DONNELL

AB 821 California Port Efficiency Program 2-Year

AB 1195 Low Carbon Fuel Standard Vetoed

AB 1262 California Sustainable Freight Action Plan 2-Year

AB 1406 ARFVTP Dead

AB 1575 Intermodal Chassis Inspections 2-Year

AB 1655 Hydrogen Fuel 2-Year

AB 1786 Land Use and Planning: Housing Element 2-Year

PATTERSON

AB 191 Disaster Exemption from Building Standards 2-Year

AB 195 Housing Grant Reporting Requirements 2-Year

AB 321 Sales and Use Tax Chapter 226

AB 343 Fuels Transportation Grant Program Dead

AB 616 California Forest Carbon Plan Reporting Dead

PETRIE-NORRIS

AB 65 Climate Adaptation: Local General Plans Chapter 347

AB 469 Records Management Coordinator Chapter 302

AB 745 Hydrogen Vehicle Fuel Sales Tax Exemption Dead

QUIRK

AB 1143 Renewable Gas Building Program 2-Year

AB 1584 Electricity Procurement Cost Allocation Chapter 397

QUIRK-SILVA

AB 148 Sustainable Community Strategies 2-Year

AB 254 Flexible Fuel Vehicles N/A

AB 1002 Low Carbon Fuel Standard: GGRF 2-Year

AB 1115 Low Carbon Fuel Standard 2-Year

REYES

AB 474	California Capital Access Loan Program	Dead
AB 961	Non-Energy Benefits of Distributed Generation	Dead
AB 1411	California Sustainable Freight Action Plan	2-Year
AJR 10	Federal Clean Air Act	Chapter 182

RIVAS, L.

AB 1578	School Pavement to Parks Grant Program	Vetoed
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RIVAS, R.

AB 935	Monitoring of Oil and Gas Operations	2-Year
AB 938	Sales and Use Tax: Low-Emission Vehicles	Dead
AB 1252	Environmental Justice Small Grant Program	Vetoed
AB 1628	Environmental Justice Definition	Chapter 360

RUBIO

AB 491	Study on Hydrogen Use in Natural Gas Infrastructure	Dead
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SALAS

AB 490	CEQA: Affordable Housing Streamlining	2-Year
AB 970	Non-Emergency Transportation Grant Program	Vetoed
AB 1299	Refinery-related Community Air Monitoring	2-Year
AB 1589	Carl Moyer Program: Heavy-Duty Off Road Eqpt.	Dead
AB 1733	Clean Energy Credits Under RPS	2-Year
AB 1744	Emissions Reduction Credit Program	2-Year

SANTIAGO

AB 238	Enforcement	2-Year
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STONE

AB 552	Coastal Resilience, Adaptation, and Access	Dead
AB 802	Open Data Portal	Dead

TING

AB 40	Clean Vehicle Rebate Project	2-Year
AB 74	Budget Act of 2019	Chapter 23
AB 109	Budget Bill Junior	2-Year
AB 190	Budget Act of 2019	2-Year

AB 793	Solid Waste Biomass Definition	2-Year
AB 1046	Clean Vehicle Rebate Project	Dead
AB 1208	Clean Energy User Tax Exemption	Chapter 238
AB 1605	Pricing Program	Vetoed

VOEPEL

AB 159	Vehicles: Commercial Inspection Facilities	2-Year
AB 210	Smog Check Exemption	2-Year

WICKS

AB 836	Clean Air Center Incentive Program	Chapter 393
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ASSEMBLY BUDGET COMMITTEE

AB 85	Public Resources Omnibus Trailer Bill	2-Year
AB 100	Safe and Affordable Drinking Water Fund	2-Year

ASSEMBLY JUDICIARY COMMITTEE

AB 1819	Reproduction of Public Records	Chapter 695
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SENATE

ALLEN

SB 43	Carbon Intensity Pricing: Retail Products	2-Year
SB 45	Environmental Bond Act of 2020	2-Year
SB 59	Automated Vehicle Advisory Committee	Dead
SB 392	Green Chemistry	2-Year
SB 526	State Mobility Action Plan for Healthy Communities	Dead
SB 677	AB 32 Spot Bill	N/A
SB 682	Radiative Forcing Climate Accounting Protocol	Dead
SB 732	SCAQMD Transactions and Use Tax	2-Year

ARCHULETA

SB 662	Green Electrolytic Hydrogen	2-Year
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ATKINS

SB 1	California Environmental Defense Act	Vetoed
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BEALL

SB 5	Land Use and Planning: Housing Element	Vetoed
SB 147	High-Speed Rail Authority	2-Year
SB 152	Active Transportation Program	Dead
SB 460	Vehicles: Biennial Registration	Dead

BRADFORD

SB 155	RPS and Integrated Resource Plans	Chapter 401
SB 676	Transportation Electrification	Chapter 484

CABALLERO

SB 25	CEQA: Opportunity Zones	2-Year
SB 386	RPS Exemption	2-Year
SB 515	CPUC High Hazard Zone Fuel Report	2-Year
SB 669	Safe Drinking Water Fund	N/A

DODD

SB 253	Environmental Farming Incentive Program	Dead
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DURAZO

SB 458	Pesticides: Chlorpyrifos	Dead
SB 749	Records and Trade Secrets	2-Year

GALGIANI

SB 216	Carl Moyer Program: Heavy-Duty Truck Exchange	Dead
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GLAZER

SB 8	State Parks: Smoking Ban	Chapter 761
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HERTZBERG

SB 520	Electric Service Provider of Last Resort	Chapter 408
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HUESO

SB 457	Biomethane Incentive Program	Chapter 479
SB 558	California-Mexico Affairs Commission	Vetoed
SB 597	Pumped Hydro Pilot Project	2-Year
SB 667	GGRF: Recycling Infrastructure and Facilities	N/A
SB 708	CAISO	2-Year

HURTADO

SB 351	GGRF: Transformative Climate Communities	Chapter 368
SB 498	Short-Line Railroad Funding	2-Year

JACKSON

SB 182	GGRF: Wildfire Prevention	2-Year
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LEYVA

SB 210	Heavy-Duty I&M Program	Chapter 298
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McGUIRE

SB 4	Land Use and Planning: Housing Element	2-Year
SB 629	Notice Requirements for Hearing Boards	2-Year

MITCHELL

SB 73	Budget Act of 2019	Dead
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MONNING

SB 200 Safe and Affordable Drinking Water Fund Chapter 120

MOORLACH

SB 319 GGRF: Additional traffic lanes N/A
SB 535 Greenhouse Gases: Wildfire Emissions Dead
SB 584 GGRF: Electrical Infrastructure Undergrounding N/A

MORRELL

SB 191 Land Use: Housing Element Spot Bill 2-Year

SKINNER

SB 44 Mobile Source Strategy Chapter 297
SB 49 Appliance Energy Efficiency Chapter 697
SB 773 Energy Efficiency Programs Spot Bill 2-Year

STERN

SB 463 Gas Storage Well Leak Regulation Chapter 773
SB 613 GHG Emissions Estimate of State Food Purchases Dead
SB 739 Climate Change Research and Development 2-Year
SB 774 Microgrids 2-Year

UMBERG

SB 400 Clean Cars 4 All: Mobility Option Chapter 271
SB 576 Climate Ready Program Chapter 374

WIECKOWSKI

SB 168 Chief Climate Resilience Officer Dead

WIENER

SB 50 Housing Development: Streamlined Approval Dead
SB 69 Vessel Speed Reduction Incentive Program Dead
SB 127 Active Transportation Vetoeed

WILK

SB 53 Open Meetings of Advisory Bodies Dead
SB 236 GGRF: Low-Carbon Innovation 2-Year
SB 466 Environmental Farming Program Spot Bill 2-Year

SENATE BUDGET & FISCAL REVIEW COMMITTEE

SB 101

Safe and Affordable Drinking Water Fund

Dead

ASSEMBLY BILLS

AB 11 (Chiu) Redevelopment Agencies 2-Year
Allows cities and counties to create agencies that would use tax increment financing to fund affordable housing and infrastructure projects. The bill takes a similar approach to the tax increment financing structure used by the former redevelopment agencies that were dissolved during the Great Recession due to State budget constraints. *Was not heard in the Assembly Appropriations Committee.*

AB 40 (Ting) Clean Vehicle Rebate Project 2-Year
Declares it a State policy to place at least 5 million zero-emission vehicles (ZEV) on State roads by 2030 and 10 million ZEVs on State roads by 2035. The bill also requires CARB to: limit vehicle eligibility for the CVRP to vehicles manufactured by companies that have entered into a specified agreement that has been adopted by CARB; post that agreement on CARB's internet website; remove plug-in hybrid electric vehicles from CVRP's vehicle eligibility list; continue to maintain a waiting list for purchasers when moneys for CVRP are exhausted; create a higher rebate dollar level per vehicle for vehicles with zero-emissions and a greater driving range; and limit each ZEV purchaser to two rebates. *Was not heard in the Assembly Transportation Committee.*

AB 56 (Garcia, E.) Backstop Renewable Energy Procurement 2-Year
Empowers the California Alternative Energy and Advanced Transportation Financing Authority to undertake backstop procurement of electricity that would otherwise be performed by an electrical corporation to meet the State resource adequacy, integrated resource planning, and RPS goals not satisfied by retail sellers or load-serving entities. *Failed passage in the Senate Energy, Utilities, and Communications Committee and was granted reconsideration.*

AB 65 (Petrie-Norris) Climate Adaptation: Local General Plans Chapter 347
Requires the California State Coastal Conservancy (SCC) to prioritize projects that provide natural infrastructure and multiple public benefits when allocating funding from the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018 (Proposition 68).

AB 74 (Ting) Budget Act of 2019 Chapter 23
Contains the appropriations that support state government for fiscal year 2019-20. Of interest to CARB, the bill makes appropriations for CARB programs and makes re-appropriations for the purposes to extend encumbrance and expenditure dates for GGRF appropriations, including those to CARB.

AB 85 (ASM Budget) Public Resources Omnibus Trailer Bill 2-Year
Removes the cap on the total amount of funds CARB may collect for certification of motor vehicles, engines, and trailers sold in the State so that fees are sufficient to cover the cost of implementing required State programs. The bill also specifies that GGRF resources appropriated for projects to reduce mobile and stationary sources of criteria air pollutants are consistent with the community emissions reduction programs, in response to AB 617 (Garcia, C., Chapter 136, Statutes of 2017) and requires that these resources complement and further the rules and regulatory requirements established by CARB and local air districts. Finally, the bill exempts the members of IEMAC from the Bagley-Keene Act and specifies that the Legislative Analyst's Office member

of the IEMAC is a nonvoting member. *Was not heard in the Senate Budget and Fiscal Review Committee.*

AB 100 (ASM Budget) Safe and Affordable Drinking Water Fund 2-Year
Establishes the Safe and Affordable Drinking Water Fund in the State Treasury and requires the SWRCB to administer the Fund to help water systems provide an adequate supply of safe drinking water in both the near and long terms. Of interest to CARB, the bill annually transfers, beginning in the fiscal year 2020–21 and until June 30, 2030, 5 percent of the annual proceeds of the GGRF, up to the sum of \$130 million to the Safe and Affordable Drinking Water Fund. *Was not heard in the Senate Budget and Fiscal Review Committee.*

AB 109 (Ting) Budget Bill Junior 2-Year
Makes technical and substantive changes to the Budget Act of 2019. Of interest to CARB, the bill makes re-appropriations to extend encumbrance and expenditure dates for GGRF appropriations, including those to CARB. This bill is the third Budget Bill Junior associated with the Budget Act of 2019. *Was not heard in the Senate Budget and Fiscal Review Committee.*

AB 126 (Cooper) Clean Vehicle Rebate Project 2-Year
Requires CARB, for the purposes of the CVRP and until January 1, 2022, to increase rebate payments by \$500 for low-income applicants and to only offer rebates for plug-in hybrids that have an electric range of at least 40 miles. The bill also requires CARB, for the purposes of the CVRP and until January 1, 2022, through a public process, to consider changing the eligibility requirements to increase the number of rebates provided to people who qualify as being low income, live in low-income communities, live in disadvantaged communities, and live in an air basin that is designated as being in nonattainment for any criteria air pollutant. The bill also requires CARB, when considering changing those eligibility requirements, to consider specified requirements, impacts, and purposes. *Was not heard in the Senate Transportation Committee.*

AB 144 (Aguiar-Curry) Organic Waste Dead
Would have required the SGC to prepare and submit a report to the Legislature that provides a scoping plan for the State to meet its organic waste, climate change, and air quality mandates, goals, and targets. The bill would have required the scoping plan to include, among other things, the 2030 GHG emissions limit, the Short-Lived Climate Pollutant Strategy, and the California Forest Carbon Plan. *Held on suspense in the Assembly Appropriations Committee.*

AB 148 (Quirk-Silva) Sustainable Community Strategies 2-Year
Requires MPOs, for the fifth and each subsequent update to the SCS, to identify the region's progress in the development of housing and emergency shelters in the prior SCS and determine whether the region will successfully meet the eight-year projection of the regional housing need and emergency shelter needs, for the region under the prior SCS. The bill also requires that the MPOs identify mitigation measures in the SCS to support the development of housing and emergency shelters. Finally, the bill increases the SB 150 (Allen, Chapter 646, Statutes of 2017) Report requirements to include metrics that identify housing and emergency shelter developments related to a MPOs' 8-year projection of the regional housing and emergency shelter needs, and the physical location of housing and emergency shelters identified in the most recently submitted SCS.

Was not heard in the Assembly Transportation Committee or the Assembly Natural Resources Committee.

AB 159 (Voepel) Vehicles: Commercial Inspection Facilities 2-Year
Requires, if the Department of the California Highway Patrol (CHP) or other State or local agencies provide information to drivers, including signage, on the hours of operation of a commercial inspection facility or platform scale, or whether a facility or scale is open or closed, that the CHP or agency update that information as soon as it changes to enhance driver awareness of when they are required to stop, pursuant to the above-described provision. CARB frequently conducts inspections at these weigh stations in conjunction with the CHP. *Was not heard in the Assembly Transportation Committee.*

AB 185 (Grayson) Biannual Transportation Meetings Chapter 534
Requires a representative from the HCD to be a part of the joint meetings between the CTC and CARB that take place twice a year as mandated by AB 179 (Cervantes, Chapter 737, Statutes of 2017). The bill clarifies that the AB 179 meetings are to coordinate the implementation of policies that jointly affect housing and air quality, in addition to transportation.

AB 190 (Ting) Budget Act of 2019 2-Year
Contains the Assembly plan for appropriations that support State government for fiscal year 2019-20. Of interest to CARB, the bill makes appropriations for CARB programs. *Was not heard in the Assembly Budget Committee.*

AB 191 (Patterson) Disaster Exemption from Building Standards 2-Year
Allows homes being rebuilt due to a natural disaster that occurred on or after January 1, 2017, to be exempt from certain energy efficiency and fire sprinkler standards until January 1, 2030. *Was not heard in Assembly Housing and Community Development Committee.*

AB 195 (Patterson) Housing Grant Reporting Requirements 2-Year
Requires the HCD to include specified information relating to grant-based programs administered by HCD in an annual report to the Governor and the Legislature. Additional reporting requirements include the amount of original awards to recipients, the portions not yet disbursed to recipients, and an estimate of how many individuals could benefit from the remaining balance. Of interest to CARB due to reporting requirements related to the Affordable Housing and Sustainable Communities Program, which receives funding from the GGRF. *Was not heard in the Senate Housing Committee.*

AB 210 (Voepel) Smog Check Exemption 2-Year
Exempts from the smog check program all motor vehicles manufactured prior to the 1983 model year. Under existing law, the exemption applies to vehicle manufactured before 1976 model year. *Was not heard in the Assembly Transportation Committee.*

AB 235 (Mayes) Wildfire Victim Recovery Bonds N/A
Would have created the California Wildfire Catastrophe Fund, a reinsurance pool for electrical corporations and local publically owned electric utilities, to mitigate costs associated with wildfire caused by utility owned equipment and infrastructure when traditional insurance is unavailable or

uneconomic. Among other sources of funding, the GGRF was identified to assist in contributing to the Fund. *Amended to authorize the CPUC to determine the maximum amount an electrical corporation can pay for costs arising from wildfires.*

AB 238 (Santiago) Enforcement 2-Year
Extends, until January 1, 2023, the requirement that specified agencies, including CARB, review and coordinate enforcement and compliance activity related to unlicensed and unregulated automobile dismantling, including resulting tax evasion, environmental impacts, and public health impacts. *Held on suspense in the Assembly Appropriations Committee.*

AB 254 (Quirk-Silva) Flexible Fuel Vehicles N/A
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 2018, and submit the summary to 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, 2020. 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. *Amended to deal with warewashing machines.*

AB 257 (Mathis) Woody Biomass Disposal Pilot Program N/A
Would have created a woody biomass collection and disposal pilot program, administered by the CalRecycle and funded by a \$10 million appropriation from the GGRF, for rural counties to dispose of localized excess woody biomass material. *Amended to remove the GGRF appropriation and make clarifications to the pilot program.*

AB 285 (Friedman) California Transportation Plan Chapter 605
Updates requirements of the California Transportation Plan (CTP) to reflect the State's current climate target and State and federal air quality standards. The bill requires the CTP to also consider air quality and environmental considerations. Additionally, the bill requires the SGC to provide an overview of the CTP and all SCS and alternative planning strategies as well as assess how these strategies and the CTP influence the transportation system. The bill also requires the SGC to review the impacts and opportunities of certain transportation funding plans including certain GGRF funded programs including the Affordable Housing and Sustainable Communities, the Transit and Intercity Rail Capital Program, the Low Carbon Transit Operations Program, the Transformative Climate Communities Program, and the Sustainable Transportation Planning Grant Program.

AB 293 (Garcia, E.) Greenhouse Gases: Offset Protocols Chapter 85
Requires the Compliance Offsets Protocol Task Force to consider the development of additional offset protocols, including but not limited to, protocols for the enhanced management or conservation of agricultural lands and natural lands, and for the enhancement and restoration of wetlands. The bill also requires the task force to develop recommendations for CARB to allow groups of landowners to jointly develop natural and working lands offset projects, as well as how to lower project transaction costs and increase landowner participation.

AB 296 (Cooley) Voluntary Tax Contributions for Climate Grants Vetoed
Would have established the Climate Innovation Grant Program, to be administered by the SGC, for the development and research of new innovations and technologies that either reduce emissions of GHG or address the impacts of climate change. The program would have been funded through a voluntary contribution mechanism made available on State income tax returns.

AB 312 (Cooley) Regulation Review Dead
Would have required, by January 1, 2022, each State agency to review all of its regulations for duplicative, overlapping, inconsistent, or out-of-date regulations; hold a public hearing to accept comment on proposed revisions to identified regulations; adopt, amend, or repeal regulations to reconcile identified issues; and report to the Governor and the Legislature on compliance with these requirements. The bill also would have required overseeing agencies to notify their boards, departments, and offices of regulations that are duplicative, overlapping, or inconsistent with those adopted by another department, board, or office within the agency. The bill would have had a sunset date of January 1, 2023. *Held on suspense in the Assembly Appropriations Committee.*

AB 315 (Garcia, C.) Annual Reporting of Stationary Source Emissions N/A
Spot bill related to annual reporting of emissions by stationary sources. *Amended to deal with lobbying and the expenditure of public funds.*

AB 321 (Patterson) Sales and Use Tax Chapter 226
Broadens, until January 1, 2024, the sales and use tax exemption available for new or remanufactured trailers and semitrailers delivered in the State to a purchaser for use in interstate or freight commerce, to include new, used, or remanufactured trucks.

AB 343 (Patterson) Fuels Transportation Grant Program Dead
Would have required the CNRA to develop and implement a fuels transportation grant program, funded by the GGRF, to offset the cost of transporting biomass to an eligible biomass facility, an innovative forest products facility, or a mass timber facility as specified. *Held on suspense in the Assembly Appropriations Committee.*

AB 345 (Muratsuchi) Location Restrictions for Oil and Gas Operations 2-Year
Requires, beginning on January 1, 2020, all new oil and gas development or enhancement operation, as defined, that is not on federal land, to be located at least 2,500 feet from a residence, school, childcare facility, playground, hospital, or health clinic. The bill authorizes a city or county to require by ordinance that new oil and gas development or enhancement operation be located more than 2,500 feet away from a residence, school, childcare facility, playground, hospital, or health clinic. The bill provides a mechanism for an operator of an oil or gas well or a production facility to request a variance from the DOGGR in the Department of Conservation to reduce the health protection zone to the maximum achievable distance. *Held on suspense in the Assembly Appropriations Committee.*

AB 352 (Garcia, E.) Environmental Bond Act of 2020 2-Year
Enacts the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters in the November 2020 general election, authorizes the issuance of bonds in the amount of \$3.9 billion to finance projects for a wildfire

prevention, safe drinking water, drought preparation, and flood protection program. One section of the bond allocates \$50 million to CARB, to fund innovative wood products that reduce GHGs. *Was not heard in the Senate Environmental Quality Committee.*

AB 371 (Frazier) Sustainable Freight: Economic Assessment Dead
Would have required the GO-Biz, in consultation with CARB, the CTC, and the California State Transportation Agency (CalSTA), to prepare a statewide economic assessment of the California freight sector and to update the assessment at least every five years by December 31, 2021. The bill also would have required CalSTA to incorporate the findings of the assessment to the California State Freight Mobility Plan each time the plan is updated. *Held on suspense in the Assembly Appropriations Committee.*

AB 380 (Frazier) Office of the Transportation Inspector General Dead
Would have removed the Independent Office of the Transportation Inspector General from the Caltrans and instead established it as its own independent office in State government. The bill also would have specified that the office should ensure that specified agencies, including CARB, spend State and federal transportation funds efficiently, effectively, and in compliance with applicable federal and State laws. *Held on suspense in the Assembly Appropriations Committee.*

AB 383 (Mayes) Clean Energy Financing Clearinghouse Dead
Would have created a centralized Clean Energy Financing Clearinghouse within the California State Treasurer's Office to coordinate all government programs that invest capital in clean energy technologies. This bill would have required the clearinghouse to provide information to and partner with private entities with the goal of increasing private investment in clean energy technology deployments. *Held on suspense in the Assembly Appropriations Committee.*

AB 423 (Gloria) San Diego County Air Pollution Control District Chapter 744
Changes the membership requirements to the Board of the San Diego County Air Pollution Control District (SDAPCD). The bill mandates two members representing the San Diego Board of Supervisors, an at-large member, five members representing cities within San Diego County, and three public members with expertise in public health, environmental justice, and air pollution. The bill requires, by June 1, 2021, that CARB complete a program audit of the SDAPCD for the years 2013 through 2018. The bill requires the SDAPCD to take a number of actions, including creating and maintaining a public website with specified information separate from the County of San Diego's website, applying for statewide grants and incentive programs, developing a plan for air monitoring, and publishing an annual air quality report.

AB 434 (Daly) Housing Financing Programs 2-Year
Requires, on or before December 31, 2020, the HCD to develop a single, universal application form that may be used by applicants for funds under the Multifamily Housing Program, Infill Incentive Grant Program, and the Transit-Oriented Development Implementation Program. The bill also authorizes an applicant under these programs to submit, and require the applicable administering department to accept, an application for funding under those programs using this form. Programs which support infill and transit oriented development may also support the objectives of CARB's SCS and vehicle miles traveled reduction goals. *Was not heard in the Senate Housing Committee.*

AB 464 (Garcia, C.) AB 32 Spot Bill 2-Year
Spot bill related to the definition of air district in AB 32. *Remains in the Assembly Rules Committee.*

AB 469 (Petrie-Norris) Records Management Coordinator Chapter 302
Requires each State agency to appoint a Records Management Coordinator to coordinate its management of records, review and approve records retention schedules, oversee records management activities, and act as a liaison between the agency and the State Archives Division of the Secretary of State. The bill requires the Records Management Coordinator to have initial and ongoing training. The bill also specifies that the Secretary of State obtain from agencies biennial reports required for the administration of the records management program.

AB 470 (Limón) California Green Business Program Dead
Would have relocated the California Green Business Program from the DTSC to the CalEPA. The California Green Business Program provides 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 Assembly Appropriations Committee.*

AB 474 (Reyes) 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.*

AB 479 (Nazarian) School Meals: Plant-Based Food and Milk Options N/A
Would have required CARB to determine the average reduction in GHG emissions associated with replacing a typical reimbursable food option that is recognized by the United States Department of Agriculture as a meat option for purposes of the federal National School Lunch Program with a typical plant-based food option. The bill would have also required CARB to submit a report each year to the Legislature that documents the estimated GHG emissions reductions achieved by the California Climate-Friendly Food Program. *Amended to create the California School Plant-Based Food and Beverage Program to reimburse a local educational agency for including a plant-based food option in student meals.*

AB 490 (Salas) CEQA: Affordable Housing Streamlining 2-Year
Establishes specified procedures for the administrative and judicial review of the environmental review and approvals granted for projects that meet certain requirements, including, among others, that the projects are affordable housing developments and do not result in any net additional GHG emission as determined by CARB. *Was not heard in the Assembly Natural Resources Committee.*

AB 491 (Rubio, B.) Study on Hydrogen Use in Natural Gas Infrastructure Dead
Would have requested the California Council on Science and Technology to conduct a study analyzing the potential effects of increased hydrogen concentration in the natural gas supply on the California natural gas system. *Held on suspense in the Assembly Appropriations Committee.*

AB 552 (Stone) Coastal Resilience, Adaptation, and Access Dead
Would have established the Program for Coastal Resilience, Adaptation, and Access for the purpose of funding specified activities intended to help the State prepare, plan, and implement actions to address and adapt to sea level rise and coastal climate change. The bill would have created the Coastal Resilience, Adaptation, and Access Fund in the State Treasury, and would have authorized the California Coastal Commission and specified State agencies to expend moneys in the fund, upon appropriation in the annual Budget Act, to take actions, based upon the best scientific information, that are designed to address and adapt to sea level rise and coastal climate change. *Held on suspense in the Senate Appropriations Committee.*

AB 553 (Melendez) High-Speed Rail Bonds: Housing 2-Year
Places an initiative on the ballot of the next statewide general election to redirect high-speed rail bond funding to the HCD's Multifamily Housing Program. *Failed passage in the Assembly Transportation Committee and was granted reconsideration.*

AB 572 (Kalra) Deforestation-Free Procurement Act Dead
Would have established the California Deforestation-Free Procurement Act. The bill would have required a contractor and specified subcontractors, for any contract entered into, extended, or renewed on or after January 1, 2022, contracting with a State agency for the procurement of products comprised wholly or in part of forest-risk commodities to certify that the commodities were not grown, derived, harvested, reared, or produced on land where tropical deforestation occurred on or after January 1, 2020. *Held on suspense in the Senate Appropriations Committee.*

AB 616 (Patterson) California Forest Carbon Plan Reporting Dead
Would have required the CAL FIRE, in collaboration with the CNRA and the CalEPA, to prepare and submit an annual report on the progress made on the implementation of the California Forest Carbon Plan to the Legislature beginning January 1, 2021. The reporting requirement would have sunsetted on January 1, 2024. *Held on suspense in the Assembly Appropriations Committee.*

AB 639 (Cervantes) Task Force on Lower Carbon Workforce Impacts 2-Year
Creates the Task Force on Addressing Workforce Impacts of Transitioning Seaports to a Lower Carbon Economy within the CalEPA. Requires the California Workforce Development Board, by December 31, 2022, to develop and present at a hearing of the Joint Legislative Committee on Climate Change Policies an informational report on GHG program employment impacts and actions to mitigate negative impacts. *Moved to the Senate Inactive File.*

AB 659 (Mullin) California Smart City 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, and would specify certain program goals. The bill would have also required the CTC to form the California Smart City Challenge Workgroup on or before

July 1, 2020, to guide the CTC on program matters, as specified. Of interest to CARB is the incorporation of advanced data and intelligent transportation system technologies into transportation planning efforts, which may have a nexus to GHG emissions. *Held on suspense in the Assembly Appropriations Committee.*

AB 660 (Levine) Cool Roof Building Standards 2-Year
Requires the CEC to consider establishing additional cool roof requirements as part of building energy efficiency standards established over the next 12 years. *Was not heard in the Senate Appropriations Committee.*

AB 661 (McCarty) Wildfire Smoke Air Pollution Emergency Plan Chapter 392
Requires Sacramento Metropolitan Air Quality Management District to prepare a wildfire smoke air pollution emergency plan as an informational source for local agencies and the public during a wildfire smoke air pollution emergency, with specified sections. The bill requires CARB, by January 1, 2022, and in coordination with the local air districts, to submit a report to the Legislature that includes a summary of existing wildfire smoke emergency response programs in the State and best practices. The report must also identify local air districts expected to be impacted by wildfire smoke that could benefit from CARB-identified best practices, with additional State funding.

AB 684 (Levine) Electric Vehicle Charging Building Standards Vetoed
Would have required the HCD and the California Building Standards Commission within the Department of General Services (DGS) to develop building standards for electronic vehicle charging infrastructure for parking spaces for existing multifamily dwellings and nonresidential development, and to review and update as needed these standards every 18 months.

AB 735 (Melendez) Vehicular Air Pollution: Child Labor 2-Year
Requires CARB to certify in writing that a vehicle's supply chain is free of materials acquired using child labor and prohibits CARB from enforcing the ZEV regulation until CARB has adopted those certifications. *Failed passage in the Assembly Transportation Committee and was granted reconsideration.*

AB 740 (Burke) Climate Change Catastrophe Compensation Fund N/A
Would have created the Climate Change Catastrophe Compensation Fund, with partial funding from the GGRF, to ensure victims of wildfires caused by climate change are compensated and to provide reimbursements to insurers for a portion of those losses due to wildfire. *Amended to deal with property insurance and fire hazard severity zones.*

AB 745 (Petrie-Norris) Hydrogen Vehicle Fuel Sales Tax Exemption Dead
Would have exempted retail hydrogen vehicle fuel from existing sales and use taxes from January 1, 2020 to January 1, 2024. *Held on suspense in the Assembly Appropriations Committee.*

AB 784 (Mullin) Transit Bus Sales Tax Exemption Chapter 684
Provides a partial sales and use tax exemption of 3.9375 percent, until January 1, 2024, for the purchase of zero-emission transit buses (ZEB) that are eligible for vouchers through the California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Program (HVIP).

AB 793 (Ting) Solid Waste Biomass Definition 2-Year
Specifies the definition of biomass and updates the definition of biomass conversion for purposes of the Integrated Waste Management Act. *Was not heard in the Senate Environmental Quality Committee.*

AB 801 (Levine) Residential Solar Funding Program Study Dead
Would have required the CPUC, in collaboration with the CEC, to assess the feasibility of expanding an existing tariff or program, or establishing a new tariff or program, to facilitate compliance with the requirement of the California Building Code, adopted by the CEC, that all new low-rise residential building include solar photovoltaic capacity. *Held on suspense in the Assembly Appropriations Committee.*

AB 802 (Stone) Open Data Portal Dead
Would have required, for mandated State agency reports required to be submitted to the Legislature that include the collection or analysis of data, a State agency to post the dataset to a portal also established by the bill, as specified, that is maintained by the California Department of Technology (CDT). The bill would have required posting of the dataset to occur at the time the report was posted on the State agency's website. *Held on suspense in the Senate Appropriations Committee.*

AB 805 (Obernalte) Reports to Legislative Committees 2-Year
Requires a State agency to post on its website any report, as defined, that the State agency submits to a committee of the Legislature. *Remains in the Senate Rules Committee.*

AB 814 (Chau) Vehicles: Unlawful Access to Computer Systems Chapter 16
Alters the definition of a computer system in statute to include devices or systems that are located within, connected to, or integrated with a motor vehicle. By effect of this definition change, this bill prohibits accessing and making use of data from a motor vehicle computer system without permission.

AB 821 (O'Donnell) California Port Efficiency Program 2-Year
Requires the CTC to allocate not less than 10 percent of the Trade Corridor Enhancement funds that are required to be allocated to projects nominated by the department to projects nominated pursuant to the California Port Efficiency Program, which the bill creates. The program requires the Caltrans to nominate projects proposed by port authorities and regional transportation agencies that most effectively improve velocity, throughput, and reliability of port operations. *Was not heard in the Assembly Transportation Committee.*

AB 836 (Wicks) Clean Air Center Incentive Program Chapter 393
Establishes the Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program (Clean Air Center Incentive Program) to be administered by CARB in order to provide funding through a grant program to retrofit ventilation systems in publically accessible spaces. The bill provides that moneys for the Clean Air Center Incentive Program shall be available upon appropriation by the Legislature, and that the implementation of the bill is contingent upon an appropriation by the Legislature in the annual Budget Act or another statute for this purpose. The bill requires CARB to develop guidelines and eligibility criteria, as specified, for the Clean Air Center Incentive Program in consultation with stakeholders.

AB 839 (Mullin) Climate Adaptation Account Dead
Would have required the Secretary of the CNRA, on or before July 1, 2021, to review the Safeguarding California Plan and develop a strategic resiliency framework. The bill would have required updates to the plan to include a review of the progress made implementing past plans and an evaluation of each lead agency’s lead adaptation efforts, as well as a detailed description of the framework developed by the Secretary. The bill would have required each State agency identified in the framework to report to the Secretary on progress completing the recommendations and actions. *Held on suspense in the Senate Appropriations Committee.*

AB 847 (Grayson) Housing: Transportation-related Grant Program 2-Year
Requires the HCD, upon appropriation by the Legislature, to establish a competitive grant program to award grants to cities and counties to offset up to 100 percent of any transportation-related impact fees - which are typically used to fund transit, bicycle and pedestrian facilities - exacted upon a qualifying housing development project, as defined, by the local jurisdiction. *Was not heard in the Assembly Housing and Community Development Committee.*

AB 877 (Gabriel) Solar Energy and Energy Storage Systems 2-Year
Authorizes the CEC to establish minimum requirements and develop rating standards for the performance and safety of a solar energy system that is not receiving ratepayer-funded incentives and that is interconnected to the electrical distribution system. *Was not heard in the Assembly Natural Resources Committee.*

AB 915 (Mayes) Renewables Portfolio Standards Dead
Would have required that retail sellers and local publicly owned electric utilities procure a minimum quantity of electricity products from eligible renewable energy resources so that the total kilowatt hours of those products sold to their retail end-use customers achieve 68 percent of retail sales by December 31, 2033, 76 percent by December 31, 2036, and 80 percent by December 31, 2038. The bill would have revised the definition of “eligible renewable resource” for purposes of the program to include, on and after January 1, 2026, an electrical generation facility that has a specified point source emission level of carbon dioxide equivalent at, or below, a specified level, if the marginal increase in the cost of procurement from other eligible renewable energy resources exceeds a specified level. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 935 (Rivas, R.) Monitoring of Oil and Gas Operations 2-Year
Allows a city or county, as part of its authority over land use permitting and after consultation with the relevant local air districts, to develop and adopt air monitoring plans. After the adoption of an air monitoring plan, the bill allows the city or county to require the installation of continuous and periodic monitoring systems for hydrocarbon emissions from nonrefinery stationary sources. The bill provides a funding mechanism to support such air monitoring. The bill also requires the DOGGR by January 1, 2021, to review and evaluate its existing regulations that apply to a sensitive production facility, as defined. The bill also requires the DOGGR to update such regulations as appropriate and prioritize actions needed to reduce specified emissions from oil and gas operations and to ensure environmental justice goals are achieved. *Was not heard in the Assembly Natural Resources Committee.*

AB 938 (Rivas, R.) Sales and Use Tax: Low-Emission Vehicles Dead
Would have excluded, before January 1, 2025, from the terms “gross receipts” and “sales price,” the value of a qualified trade-in motor vehicle that is traded in for a qualified motor vehicle, if the value of the qualified trade-in motor vehicle is separately stated on the invoice or bill of sale or similar document provided to the purchaser. *Held on suspense in the Assembly Appropriations Committee.*

AB 939 (Frazier) Major Regulations 2-Year
Defines a “major regulation” to be a regulation that a State agency estimates will have an economic impact on California business enterprises and individuals in an amount exceeding \$30 million. The current threshold for a major regulation is \$50 million. *Was not heard in Assembly Accountability and Administrative Review Committee.*

AB 961 (Reyes) Non-Energy Benefits of Distributed Generation Dead
Would have required the CPUC to consider “nonenergy benefits” for purposes of the CPUC’s distributed energy resource programs. *Held on suspense in the Assembly Appropriations Committee.*

AB 966 (Bonta) Cement Plants 2-Year
Requires cement plants in California to submit to CARB an Environmental Produce Declaration Type III by January 1, 2022, and requires a third party to certify the declaration prior to submission. *Was not heard in the Natural Resources Committee.*

AB 970 (Salas) Non-Emergency Transportation Grant Program Vetoed
Would have made CARB’s Clean Mobility Options program for disadvantaged communities and low-income communities available to fund grant projects for transportation to and from nonemergency medical services for older individuals and individuals with disabilities, for the purpose of reducing GHG emissions. The bill also would have required that transportation projects be made available using the purchase, lease, or maintenance of zero-emission vehicles with capacity for 7 to 15 passengers and near zero-emission vehicles only when zero-emission vehicles options are not available.

AB 975 (Calderon) California Coastal Resilience and Adaptation Dead
Would have established the California Coastal Resilience and Adaptation Leadership and Coordination Act of 2019. The act would have required the Secretary of the CNRA—in collaboration with the Director of State Planning and Research and other State entities—to communicate with other countries, states, regional collaboratives, and subnational governments to support and promote the State’s goals and policies relating to ocean, coastal, and near-shore terrestrial adaptation and resilience. The bill would have also required the secretary to take all action necessary when collaborating with other countries, states, regional collaboratives, and subnational governments related to accomplishing those goals and policies. The bill would also have required the Secretary, in collaboration with the Director, to use quantified risk assessments of the impacts of climate change to establish priorities in carrying out the tasks under the act. *Held on suspense in the Senate Appropriations Committee.*

AB 983 (Boerner-Horvath) Transportation Electrification **2-Year**
Requires an electrical corporation to work with local agencies or regional planning agencies in its service territory with responsibility for planning electric vehicle deployment to determine where to install new electrical charging stations along local transit corridors. The bill authorizes an electrical corporation to file an application with the CPUC by December 31, 2020, with the support of the local or regional planning agency, for the infrastructure investments required to support electrical charging stations at transit corridor entry and exit points or other locations. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1002 (Quirk-Silva) Low Carbon Fuel Standard: GGRF **2-Year**
Requires CARB to ensure alternative fuels are treated equally with regard to the requirements for generating credits under the Low Carbon Fuel Standard regulations, a fuel pathway applicant does not generate credits for a fuel production facility unless the facility delivers or sells volumes of fuel, and credits for low-carbon fuel are not generated unless there is a carbon emission reduction achieved by the low-carbon fuel. The bill, commencing January 1, 2021, requires the Legislative Analyst's Office to also annually prepare an analysis of moneys allocated from the GGRF. *Remains in the Senate Rules Committee.*

AB 1013 (Oberholte) Reviewers of State Grant Applications **Chapter 498**
Prohibits a State agency from permitting an evaluator from reviewing a discretionary grant application submitted by an organization or a person for which the evaluator was a representative, voting member, or staff member within the two-year period preceding receipt of that application.

AB 1028 (Gonzalez, L.) Clean Energy Job Creation **Dead**
Would have required the CEC, in allocating grants to local educational agencies (LEAs) as part of the Proposition 39 – Clean Energy Job Creation Program – to also give priority based on a LEA's utilization of apprentices from State-approved apprenticeship and pre-apprenticeship programs, as specified. This bill would have also explicitly authorize program expenditures associated with employee training and energy managers. *Held on suspense in the Senate Appropriations Committee.*

AB 1038 (Muratsuchi) Scientific and Engineering Review **N/A**
Would have authorized an air district to impose a charge equal to the costs the air district expends in contracting with a third party to review the scientific or engineering information provided to the air district at the air district's request by a regulated facility in order to verify the information provided is accurate. The bill would have stated that this provision is declaratory of existing law. *Was amended to deal with health care services.*

AB 1039 (Muratsuchi) Advanced Energy Storage Spot Bill **2-Year**
Spot bill on energy storage. *Remains at the Assembly Desk.*

AB 1046 (Ting) Clean Vehicle Rebate Project **Dead**
Would have required CARB to provide to the Director of Finance a rebate structure designed to support the deployment of 5 million zero-emission vehicles in the State by December 2030. The rebate structure would have included a starting rebate level for all battery EVs and hydrogen fuel cell vehicles in a specified amount; rebate levels, if any, for plug-in hybrid electric vehicles, as

specified; and an estimate of the total amount of money to be paid as rebates between July 1, 2020, and the date at which 5 million zero-emission vehicles are expected to be deployed. The bill also would have required the Department of Finance to specify a funding plan to maintain funding levels for any program impacted by that rebate structure and levels. *Held on suspense in the Senate Appropriations Committee.*

AB 1056 (Garcia, E.) Sustainable Communities Strategies N/A
Would have required the Sustainable Community Strategies Progress Report to be prepared every two years instead of every four years as is currently written in statute. *Amended to deal with speed limits in Imperial County.*

AB 1083 (Burke) CCST Study of Energy-related Legislation Chapter 818
Authorizes, at the request of the Legislature, the California Council on Science and Technology (CCST), to undertake and complete an analysis of the effects of legislation pertaining to any of the following: procurement of electricity; electricity and gas products; energy storage; electrical or gas infrastructure by an electrical corporation; and community choice aggregation. The measure prohibits ratepayers of an electrical corporation, gas corporation, community choice aggregator, electric service provider, or local publicly-owned utility from being assessed any fee or other charge to carry out the provision of this act.

AB 1100 (Kamlager-Dove) EV Parking Requirements Chapter 819
Clarifies that parking spaces served by EV supply equipment shall count as parking spaces for the purpose of complying with applicable minimum parking space requirements established by a local jurisdiction.

AB 1112 (Friedman) Shared Mobility Devices 2-Year
Defines a “shared mobility device” as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided. The bill requires shared mobility devices to include a single unique alphanumeric ID and also allows a local authority to require a shared mobility device provider to provide the local authority with de-identified and aggregated trip data and operational data, including as a condition for operating a shared mobility device program. Additionally, the bill prohibits the sharing of individual trip data, except as provided by the Electronic Communications Privacy Act. *Was not heard in the Senate Transportation Committee.*

AB 1115 (Quirk-Silva) Low Carbon Fuel Standard 2-Year
Requires CARB to amend the Low Carbon Fuel Standard to consider attainment of federal Clean Air Act standards, consider the State’s climate goals, complement existing oxides of nitrogen reduction programs, and apply performance-based metrics. *Was not heard in the Assembly Natural Resources Committee.*

AB 1124 (Maienschein) Outdoor Workers: Wildfire Smoke 2-Year
Requires the Occupational Safety and Health Standards Board, by July 18, 2019, to adopt emergency regulations that require employers to make respirators available to outdoor workers on any day the outdoor worker could reasonably be expected to be exposed to harmful levels of smoke from wildfires. *Moved to the Senate Inactive File.*

AB 1142 (Friedman) Transportation Network Companies Dead
Would have provided access to specified trip data from transportation network companies (TNC) to metropolitan planning agencies, transportation planning agencies, and CARB. The bill would have required the CPUC's rulemaking on TNCs to reflect the needs of these entities in regards to understanding and planning for the impacts of TNCs, preparing SCS, meeting the goals of those strategies, and complying with federal air quality mandates. Additionally, this bill would have authorized regional transportation plans to include TNCs as a mode of travel. This bill would have also authorized regional transportation plans to include an indicator measuring policies that increase use of existing transit. *Held on suspense in the Senate Appropriations Committee.*

AB 1143 (Quirk) Renewable Gas Building Program 2-Year
Requires the CPUC to develop and supervise the administration of the Renewable Gas Building Program to require gas corporations to provide incentives to residential customers or developers who choose, or are required, to purchase renewable gas to significantly reduce the GHG emissions from the buildings sector. The bill also requires the CPUC, for four fiscal years beginning July 1, 2020, to annually allocate \$50 million of the revenues received by a gas corporation as a result of the direct allocation of GHG emissions allowances as part of a market-based compliance mechanism to fund the Renewable Gas Building Program. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1144 (Friedman) SGIP Energy Storage for Fire Threats Chapter 394
Requires the CPUC to allocate at least 10 percent of the 2020 funds from the Self Generation Incentive Program (SGIP) for the installation of energy storage and other eligible distributed energy resources at facilities that provide critical infrastructure to communities in High Fire Threat Districts to support community resiliency.

AB 1156 (Garcia, E.) Environmental Credit Insurance Program Dead
Would have removed the requirement for CARB to develop a pilot financial mechanism to reduce the economic uncertainty associated with environmental credits and instead required the State Treasurer to do so. *Held on suspense in the Assembly Appropriations Committee.*

AB 1167 (Mathis) GGRF: High-Speed Rail Appropriation Repeal 2-Year
Eliminates the 25 percent continuous GGRF appropriation to the California High-Speed Rail Authority and redirects the funds to the CAL FIRE for firefighting and prevention activities and grants to firefighters who lost their primary residence due to a wildfire or natural disasters. 20 percent of the appropriation is allocated for the purchase of new engines and equipment, the hiring of firefighters, and the clearing of overgrowth of tree mortality. The remaining 5 percent is allocated towards the Firefighter Home Relief Trust Fund Program for purposes of assisting resident firefighters who lost their residence due to a wildfire or natural disaster. *Failed passage in the Assembly Transportation Committee and was granted reconsideration.*

AB 1184 (Gloria) Email Record Retention Vetoed
Would have required, unless a longer retention period is required by statute or regulation, or established by the Secretary of State pursuant to the State Records Management Act, that a public agency retain and preserve for at least two years every public record, as defined, that was transmitted by electronic mail.

AB 1195 (O'Donnell) Low Carbon Fuel Standard Vetoed
Would have required CARB, in a public process, to consider allowing renewable natural gas from a source that directly reduces emissions in the State delivered via common carrier pipeline to a crude production facility to generate an innovative crude production method credit under the Low Carbon Fuel Standard. The bill would have had a sunset date of December 31, 2022.

AB 1208 (Ting) Clean Energy User Tax Exemption Chapter 238
Extends, until January 1, 2027, the local utility user tax exemption for electricity generated by a clean energy resource located solely on the customer's premises for use only by that customer.

AB 1232 (Gloria) Low-Income Weatherization Program Chapter 754
Makes programmatic changes to the operation of the Low-Income Weatherization Program by requiring the Department of Community Service and Development to conduct a study of impacts of the program on rental rates, increase collaboration between government health and environmental agencies, and make clarifications of funding distribution timelines.

AB 1236 (Lackey) Recycled Materials Innovation Grant Program Dead
Would have required CARB, in consultation with the Compliance Offsets Protocol Task Force, to develop and adopt a carbon offset compliance protocol for recycled product manufacturing no later than January 1, 2022. The bill also would have appropriated \$200 million from the GGRF annually for the Recycled Fiber, Plastic, and Glass Grant Program. Finally, the bill would have required the CalRecycle to prepare a program EIR for organic waste composting facilities and created the Recycled Materials Innovation Grant Program. *Held on suspense in the Assembly Appropriations Committee.*

AB 1237 (Aguilar-Curry) GGRF: Guidelines Chapter 357
Requires State agencies that receive appropriations from the GGRF to post guidelines on their website for how the funds are allocated for competitive financing programs by January 1, 2021. These guidelines would include eligibility criteria for award opportunities, application timelines, information on technical assistance, contact information for the agency, the amount of money allocated to disadvantaged communities, and any preferences given to applications, as specified.

AB 1238 (Cunningham) EV Charging Station Study 2-Year
Requires the Caltrans to study and, by December 31, 2020, make recommendations to the Legislature on options to incentivize owners and operators of gas stations or service stations to build onsite electric vehicle charging stations, including tax incentives and infrastructure incentives. *Was not heard in the Assembly Transportation Committee.*

AB 1243 (Fong) Traffic Relief Road Improvement Act 2-Year
Creates 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 provides for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, and certain miscellaneous State Highway Account revenues. Of interest to CARB due to nexus between

transportation planning, vehicle miles traveled, and GHG emissions. *Was not heard in the Assembly Transportation Committee.*

AB 1252 (Rivas, R.) **Environmental Justice Small Grant Program** **Vetoed**
Would have authorized the CalEPA to distribute advance payments, as specified, from a grant awarded under the Environmental Justice Small Grant Program for projects providing service to or benefiting disadvantaged or low-income communities. The bill also would have authorized the CalEPA to award grants under the Environmental Justice Small Grant Program to a nonfederally recognized California Native American tribe with nonprofit status, or in partnership with a nonprofit organization.

AB 1262 (O'Donnell) **California Sustainable Freight Action Plan** **2-Year**
Requires CARB, the Caltrans, the CEC, the GO-Biz, and relevant stakeholders to update the California Sustainable Freight Action Plan Action Plan (Action Plan) by January 1, 2021, and at least every five years thereafter. Specified considerations for the Action Plan update include revisions to the targets for freight efficiency, deployment of technology capable of zero-emission operation, and economic competitiveness, and environmental-, economic- and efficiency-related information such as coordination of plans for attainment of federal ambient air quality standards and GHG reductions goals, collaboration with public and private entities to implement measures in the updated Action Plan, and identification of actions to reduce air pollution in priority populations. *Held on suspense in the Assembly Appropriations Committee.*

AB 1263 (Low) **Peer-to-Peer Car Sharing** **2-Year**
Renames “personal vehicle sharing program” to “peer-to-peer car sharing program” and requires specified disclosures to be made in a peer-to-peer car sharing contract. The bill also authorizes a peer-to-peer car sharing program to only enter into a contract with a licensed driver, as specified. The bill makes a peer-to-peer car sharing program responsible for any equipment that is to be installed in a vehicle to facilitate car sharing transactions, authorizes airports to regulate access and use by peer-to-peer car sharing vehicles, and requires peer-to-peer car sharing programs and participants to be insured, as specified. Of interest to CARB are car-sharing programs, which may reduce vehicle ownership. *Was not heard in the Assembly Insurance Committee.*

AB 1274 (Arambula) **California Partnership for the San Joaquin Valley** **2-Year**
Codifies the longstanding California Partnership for the San Joaquin Valley and its duties, originally established through Executive Order. The bill identifies the Partnership’s duties that include identifying projects and programs that will improve the economic vitality of the San Joaquin Valley, and reviewing State policies and regulations to ensure they are fair and appropriate for the State’s diverse geographic regions, as well as determining whether alternative approaches can accomplish goals in less costly ways. The bill identifies the Partnership membership requirements, including liaisons to government agencies, which must be a resident of one of eight specified counties in the San Joaquin Valley, and who serve on either CARB, the CTC or the California Workforce Development Board. *Was not heard in the Senate Business, Professions and Economic Development Committee.*

AB 1276 (Bonta) Green New Deal 2-Year
States the intent of the Legislature to enact legislation to develop and implement a Green New Deal with the objective of reaching specified environmental outcomes within the target window of 10 years from the start of execution of the plan and accomplishing certain social goals. *Remains at the Assembly Desk.*

AB 1284 (Carrillo) Carbon Neutrality 2-Year
Requires CARB to adopt a regulation defining carbon neutrality for the purpose of AB 32 that is consistent with Executive Order B-55-18 to achieve carbon neutrality. *Was not heard in the Assembly Natural Resources Committee.*

AB 1298 (Mullin) Climate Resiliency Bond Act of 2020 2-Year
Enacts the Climate Resiliency, Fire Risk Reduction, Recycling, Groundwater and Drinking Water Supply, Clean Beaches, and Jobs Infrastructure Bond Act of 2020. If approved by the voters, the Act would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance a climate resiliency, fire risk reduction, recycling, groundwater and drinking water supply, clean beaches, and jobs infrastructure program. The bill requires the bond act to be submitted to the voters at the November 3, 2020, statewide general election. *Was not heard in the Assembly Water, Parks, and Wildlife Committee.*

AB 1299 (Salas) Refinery-related Community Air Monitoring 2-Year
Redefines “petroleum refinery” to exclude refineries under a capacity of 55,000 barrels per day and within 1 mile of communities under 3,000 residents from requirements to establish and maintain a refinery-related community air monitoring system. *Moved to the Senate Inactive File.*

AB 1321 (Gipson) Coastal Ports: Automated Technology 2-Year
Requires the California State Lands Commission, in collaboration with the Go-Biz, to hold a series of meetings at or near California ports to consider the impacts of automated technology at California’s ports. *Moved to the Senate Inactive File.*

AB 1328 (Holden) Study of Fugitive Emissions from Idle Wells Chapter 772
Requires the DOGGR, in consultation with CARB, to initiate a study of fugitive GHG, toxic air contaminant, and volatile organic compound emissions from idle, idle deserted, and abandoned wells in the State, to be conducted by independent experts. The bill also sets requirements for the study and for the DOGGR in pursuing the study.

AB 1347 (Boerner Horvath) State and Local Buildings Zero Carbon by 2031 2-Year
Establishes as the policy of the State that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to State and local government buildings by December 31, 2030, and to all California end-use customers by December 31, 2045. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1350 (Gonzalez, L.) Youth Transit Pass Pilot Program 2-Year
Establishes the Youth Transit Pass Pilot Program, administered by the Caltrans, upon appropriation by the Legislature from the GGRF. The bill requires the Caltrans to award funds to eligible participants to provide free transit passes to persons under 25 through new or existing

transit pass programs. Requires the Caltrans to develop program guidelines regarding application, selection, program performance, and reporting requirements. Additionally, the bill requires the Caltrans to submit a report to the Legislature by January 1, 2022, on the outcomes of the pilot program. The provisions of the bill would be repealed January 1, 2024. *Was not heard in the Assembly Transportation Committee.*

AB 1371 (Cunningham) RPS: Offshore Wind 2-Year

Requires the CPUC to determine appropriate targets for the procurement of offshore wind generation on behalf of retail end-use customers of retail sellers in California in order to meet the goals that eligible renewable energy resources supply 60 percent of retail sales of electricity to California end-use customers by December 31, 2030, and that eligible renewable energy resources and zero-carbon resources supply 100 percent of retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1406 (O'Donnell) ARFVTP Dead

Would have requires the CEC, until January 1, 2024, to allocate no less than 10 percent of the moneys available as part of the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP) to alternative fuel and advanced technology vehicles. *Held on suspense in the Senate Appropriations Committee.*

AB 1411 (Reyes) Sustainable Freight Action Plan 2-Year

Establishes a State goal to deploy 100,000 zero-emission medium- and heavy-duty vehicles and off-road vehicles and equipment, and the corresponding infrastructure to support them, by 2030. The bill also requires the CPUC, the Caltrans, the CEC, CARB, and the GO-Biz to develop and update an integrated action plan for sustainable freight by January 1, 2021, and every five years thereafter. The bill also requires the State agencies to identify strategies for the entire freight system, and prioritize actions to low-income communities, and to identify a freight funding plan to align with the strategies identified. *Was not heard in the Assembly Transportation Committee.*

AB 1418 (Chiu) Transportation Electrification: School Buses 2-Year

Requires the CPUC, to direct electric corporations to file additional applications for the transformation of school buses to 100 percent zero-emission options. The bill also requires the CPUC to direct electrical corporations to file additional applications to provide sufficient electrical charging infrastructure for the transformation of school buses away from diesel, gasoline, propane, and natural gas combustion to zero-emission options if more needs to be done to support the advancement to 100 percent zero-emission school buses. Additionally, the bill requires the CEC to develop a clearinghouse of information and resources available for the deployment of zero-emission school buses. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1424 (Berman) Electric Vehicle Charging Stations Open Access Act Dead

Would have required an EV charging station to provide to the general public a toll free telephone number for processing a credit card payment and onsite capacity for credit card payment. Onsite capacity for credit card payment is defined in the bill to mean any payment taken from a credit card through a contactless credit card, processed through a Europay Mastercard Visa chip, or processed through a magstripe credit card reader. The bill delays the provision authorizing CARB

to adopt interoperability billing standards for network roaming payment methods for EV charging stations to January 1, 2021. *Held on suspense in the Senate Appropriations Committee.*

AB 1430 (Garcia, E.) **Cost-effective Definition** **2-Year**
Requires, by January 1, 2021, the CPUC, CARB, the CTC, and the Labor and Workforce Development Agency to provide to the Legislature a joint assessment of options for redefining the term “cost-effective” for the purposes of prioritizing public investment opportunities. The four agencies, when assessing the options for redefining “cost-effective” must consider the impact that investments would have on specified factors, such as public health benefits to the State and alignment with other State programs and priorities, and conduct a joint public process for the assessment. *Held on suspense in the Assembly Appropriations Committee.*

AB 1431 (Burke) **Greenhouse Gases: Workforce Development** **2-Year**
States the intent of the Legislature to enact legislation on the need for increased education, career technical education, job training, and workforce development resources or capacity to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals in response to a forthcoming report from the California Workforce Development Board. *Remains in the Assembly Rules Committee.*

AB 1440 (Levine) **Oil and Gas Development** **Vetoed**
Would have revised and recast the duty on the supervisor to supervise the drilling, operation, maintenance, and abandonment of wells so as to permit the owners or operators of the wells to utilize methods and practices known to the oil industry that, in the opinion of the supervisor, are suitable in each proposed case. The bill also would have revised the declared policy of the State relating to the grant in an oil and gas lease or contract of the right or power to explore for and remove hydrocarbons from any lands in the State. The bill would have required the supervisor to perform their administrative duties in a manner to help ensure the wise oversight of oil and gas development used to meet oil and gas needs in this State.

AB 1441 (Levine) **Oil and Gas: Notice Requirements** **2-Year**
Revises and recasts the duty of the Oil and Gas Supervisor to supervise the drilling, operation, maintenance, and abandonment of wells so as to permit the owners or operators of the wells to utilize all methods and practices known to the oil industry that, in the opinion of the supervisor, are suitable in each proposed case. The bill removes the requirement that the supervisor perform their duties in a manner that encourages the wise development of oil and gas resources to best meet oil and gas needs in this State. *Was not heard in the Assembly Natural Resources Committee.*

AB 1445 (Gloria) **Climate Change Emergency Declaration** **2-Year**
Declares that it is the policy of the State of California to restore an optimal safe climate and to provide maximum protection from climate change to all people and species, globally, including the most vulnerable. The bill states the intent of the Legislature that the State, in furtherance of that policy, undertake various immediate and large-scale efforts, including conversion of the economy to zero GHG emissions by no later than 2030, with an immediate phaseout of fossil fuels. *Remains at the Assembly Desk.*

AB 1463 (Gabriel) **AB 32 Spot Bill** **2-Year**
Spot bill related to CARB’s requirement to consult with other states, the federal government, and other nations regarding greenhouse gas reductions. *Remains at the Assembly Desk.*

AB 1483 (Grayson) **Housing Data: Collection and Reporting** **Chapter 662**
Requires, for next revision of the California Statewide Housing Plan on or after January 1, 2020, and each subsequent revision thereafter, to include a 10-year housing data strategy, as provided. The bill also requires the HCD, in establishing the 10-year housing strategy, to establish a workgroup that includes representatives from the California Department of Technology, MPOs, local governments, relevant academic institutions, and nonprofits. The bill requires the 10-year housing data strategy to include, among other things, an evaluation of data priorities, a strategy for how to achieve more consistent terminology for housing data across the State, and an assessment of the quality of data submitted by annual reports and recommendations based on that assessment. Housing data collected include zoning ordinances, development standards, fees, extractions, and affordability requirements. Of interest to CARB is housing data to inform the Sustainable Community Strategy Progress Report required pursuant to SB 150 (Allen, Chapter 646, Statutes of 2017).

AB 1503 (Burke) **Workforce Opportunities in Microgrid Report** **Dead**
Would have required the CPUC, as part of its annual statutorily-required microgrids report to the Governor and the Legislature, to describe workforce opportunities in the areas of distributed energy and microgrids, including emerging energy jobs and professions and the costs and benefits to the ratepayers. The bill also would have directed the CPUC to collaborate with the Labor and Workforce Development Agency in the development of this section of the report. *Held on suspense in the Assembly Appropriations Committee.*

AB 1545 (Oberholte) **Small Business Regulatory Fairness Act** **Dead**
Would have required State agencies to assist a small business in achieving compliance with statutes and regulations administered by the State agency and assist a small business during an enforcement action by the State agency. This bill also would have required State agencies to establish a policy by December 31, 2020, to provide for reduction of civil penalties for a small business, under appropriate circumstances and post an annual report on their website concerning application of the policy. *Held on suspense in the Assembly Appropriations Committee.*

AB 1551 (Arambula) **PACE** **2-Year**
Makes changes to prepayments and disclosure requirements in Property Assessed Clean Energy (PACE) law. *Was not heard in the Assembly Banking and Finance Committee.*

AB 1560 (Friedman) **CEQA: Major Transit Stop** **Chapter 631**
Revises the definition of a major transit stop for purposes of qualifying for exemption or abbreviated review under the CEQA to include a bus rapid transit station, as defined, with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

AB 1575 (O'Donnell) Intermodal Chassis Inspections 2-Year
Requires an ocean marine terminal to conduct an intermodal inspection program on any chassis to determine whether a chassis is leased, owned, or rented, and would include frame damage on the chassis as a component to be inspected. The bill also requires the certification of the inspection conducted by the ocean marine terminal operator or an authorized mechanic representative. Changes to intermodal chassis inspection programs that may affect freight transportation efficiency are of interest to CARB. *Was not heard in the Assembly Transportation Committee.*

AB 1578 (Rivas, L.) School Pavement to Parks Grant Program Vetoed
Would have established the School Pavement to Parks Grant Program with the purpose of enabling schools located in disadvantaged communities or low-income communities with no or minimal greenspace at schools to convert existing pavement to green space. The bill also would have established grant program requirements including, among other things, specifications on local matching of grant funding, grant program processes and procedures the California Department of Education must establish, and grant applicant and project eligibility.

AB 1583 (Eggman) Plastic Recycling CAEATFA Sunset Chapter 690
Changes the sunset for the California Alternative Energy and Advanced Transportation Financing Authority's (CAEATFA) Sales and Use Tax Exclusion Program from 2031 to 2026, and incorporates chaptering out amendments. The Sales and Use Tax Exclusion Program provides financial incentives to cutting-edge companies by offering a sales and use tax exclusion to manufacturers that promote the use of alternative energy and advanced transportation reducing energy use and GHGs.

AB 1584 (Quirk) Electricity Procurement Cost Allocation Chapter 397
Requires the CPUC to develop methodologies for allocating electrical system integration resource procurement costs to the load-serving entities responsible for the costs.

AB 1589 (Salas) Carl Moyer Program: Heavy-Duty Off Road Eqpt. Dead
Would have authorized the Carl Moyer Program to fund the replacement of uncontrolled gasoline engines used in farm equipment with equipment powered by a diesel engine certified to the cleanest available emission level. The bill also would have specified that eligible projects should meet the cost effectiveness per ton of NOx reduced required by law. *Held on suspense in the Assembly Appropriations Committee.*

AB 1594 (Bauer-Kahan) Heavy-duty Electric Vehicle Charging: Ports 2-Year
Requires CARB to ensure at least two electric vehicle charging stations for heavy-duty vehicles are installed at each of the Ports of Long Beach, Los Angeles, and Oakland. *Was not heard in the Assembly Transportation Committee.*

AB 1605 (Ting) Pricing Program Vetoed
Would have authorized the Board of Supervisors of the City and County of San Francisco by ordinance to conduct a reservation and pricing pilot program for vehicles that use the "Crooked Street," which the bill would define to mean the portion of Lombard Street located between Leavenworth Street and Hyde Street in the City and County of San Francisco. Of interest to CARB are pricing programs given the nexus to vehicle miles traveled and/or GHG emissions.

AB 1621 (Frazier) **ARFVTP** **2-Year**
Spot bill related to the Alternative and Renewable Fuel and Vehicle Technology Program (ARFVTP). *Remains at the Assembly Desk.*

AB 1628 (Rivas, R.) **Environmental Justice Definition** **Chapter 360**
Revises the definition of “environmental justice” under a section of law that directs the Office of Planning and Research to be the coordinating agency in State government for environmental justice programs. Environmental justice includes the meaningful involvement, in addition to fair treatment, of people of all races, cultures, incomes, and national origins, with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. It also includes the availability of a healthy environment for all people and reduction of pollution burdens for communities experiencing the adverse effects of that pollution.

AB 1633 (Grayson) **Traffic Signal Optimization Plans** **N/A**
Would have authorized a city within the jurisdiction of Metropolitan Transportation Commission to develop and implement a traffic signal optimization plan intended to reduce emissions of GHG, criteria air pollutants, and toxic air contaminants, and to reduce travel times, the number of stops, and fuel use. The bill also requires the Caltrans to ensure the traffic signals within these cities are adjusted and maintained in accordance with the plan. *Amended to continue dealing with traffic signal optimization plans but removes the emissions reductions component.*

AB 1646 (Burke) **EV Parking Spaces in Development Projects** **2-Year**
Requires a city or county, as a condition of approval of an application for construction or reconstruction for a development project with greater than 250,000 square feet of retail floor area, to require the application to include specified information, including a reasonable estimate of the total number of customers anticipated to visit the development and the proportion of those customers expected to utilize electric vehicles. The bill also requires the parking spaces dedicated to electric vehicle charging to count towards the total number of parking spaces required by the city or county. *Was not heard in the Assembly Local Government Committee.*

AB 1655 (O’Donnell) **Hydrogen Fuel** **2-Year**
Requires CARB, no later than January 1, 2022, to develop a zero-carbon standard for hydrogen transportation fuel. *Was not heard in the Assembly Natural Resources Committee.*

AB 1657 (Garcia, E.) **Salton Sea Oversight Committee** **2-Year**
Establishes an Office of the Salton Sea within the CNRA. The bill requires the Secretary for the CNRA to establish a Salton Sea Oversight Committee. *Was not heard in the Senate Natural Resources and Water Committee.*

AB 1686 (Burke) **Energy Consumption Report** **2-Year**
Requires the CPUC, on or before January 1, 2022, and biennially thereafter, to report to the Legislature the extent to which advanced metering infrastructure, time-of-use rates, and customer education programs have contributed to reducing gas and electricity consumption. The bill also requires the CPUC to require each electrical corporation and gas corporation to submit aggregate customer gas or electricity consumption data that does not include any individually identifiable

customer information to assist the CPUC in preparing this report. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1690 (Flora) Biomass Facilities Contract Extension 2-Year
Extends the ability of biomass facilities to operate in in federal severe or extreme nonattainment areas for particulate matter or ozone through modifications to mandated procurement contracts. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1714 (Aguiar-Curry) Controls for Wine Fermentation Emissions 2-Year
Requires CARB to convene a working group, with specified membership, for the purposes of reviewing the state of air pollution control technologies, operational or maintenance standards, and work practices that may be applied to wine fermentation tanks, and the costs and benefits of those technologies, standards, and practices. The bill requires CARB to allocate \$1 million, available upon appropriation by the Legislature, to the University of California Davis School of Viticulture and Enology for a study, as specified, that makes recommendations on options to address air emissions from wine fermentation tanks in a manner that is in full compliance with State and federal air quality laws. The bill requires that the study be submitted to the Governor and the Legislature. The bill also requires, by January 1, 2021, a report be submitted to the Governor and Legislature describing the status of the study and any future steps required. *Was not heard in Senate Environmental Quality Committee.*

AB 1717 (Friedman) Transit-Oriented Affordable Housing Dead
Would have established the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would have authorized the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided. The bill would have also authorized the district to provide program funding to multifamily housing developments, including that the housing include a minimum percentage of units that are restricted to very low, low, or moderate income households, and that the development receives to preliminary approval from CalHFA. *Held on suspense in the Assembly Appropriations Committee.*

AB 1718 (Levine) State Parks and Beaches: 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. Of interest to CARB due to efforts that reduce environmental tobacco smoke, a mixture of carcinogens and respiratory toxicants during the burning and smoking of tobacco products that CARB identified as a toxic air contaminant.

AB 1730 (Gonzalez, L.) Sustainable Community Strategies Chapter 634
Grants the San Diego Association of Governments (SANDAG) a two-year extension for the adoption of an updated Regional Transportation Plan and SCS to December 31, 2021. The bill also prohibits CARB from setting a new GHG target for SANDAG's SCS before December 31, 2021. This bill would limit the types of projects that SANDAG may nominate for funding through the Solutions for Congested Corridors Program by requiring projects, until

December 31, 2021, to be consistent with the eligibility requirements of at least one of the following programs: The Transit and Intercity Rail Capital Program; the Low Carbon Transit Operations Program; the Active Transportation Program.

AB 1733 (Salas) Clean Energy Credits Under RPS 2-Year
Authorizes a source of electrical generation that is not an eligible renewable energy resource to apply to CARB for certification to receive clean energy credits. The bill also requires CARB to certify a source of electrical generation to receive clean energy credits if (1) the source is located within an area that is classified as being in nonattainment of State or federal ambient air quality standards and (2) encouraging generation of electricity from the source provides health benefits within the area and contributes to the safe and reliable operation of the electrical grid. *Was not heard in the Assembly Utilities and Energy Committee.*

AB 1738 (Kalra) Idle Well Definition Spot Bill 2-Year
Spot bill related to the definition of an idle well. *Remains at the Assembly Desk.*

AB 1744 (Salas) Emissions Reduction Credit Program 2-Year
Requires CARB to develop and implement an emissions reduction credit program for any regulation to reduce emissions of diesel particulate matter, oxides of nitrogen, and other criteria air pollutants from in-use, heavy-duty diesel-fueled vehicles. *Was not heard in the Assembly Transportation Committee.*

AB 1762 (Boerner Horvath) RPS Program Reform Spot Bill 2-Year
Spot bill stating the intent of the Legislature to reform the RPS Program. *Remains at the Assembly Desk.*

AB 1763 (Chiu) Planning and Zoning: Density Bonus Chapter 666
Requires a density bonus to be provided to a developer who agrees to construct a housing development in which 100 percent of the total units, exclusive of managers' units, are for lower income households, as defined. However, the bill also provides that a housing development that qualifies for a density bonus under its provisions may include up to 20 percent of the total units for moderate-income households, as defined. The bill also requires that a housing development that meets these criteria receive four incentives or concessions under the Density Bonus Law and, if the development is located within ½ of a major transit stop, a height increase of up to 3 additional stories or 33 feet. The bill generally requires that the housing development receive a density bonus of 80 percent, but would exempt the housing development from any maximum controls on density if it is located within ½ mile of a major transit stop. Of note to CARB due to the nexus between air pollution/GHG emissions and housing and land use planning.

AB 1778 (Boerner Horvath) GGRF Spot Bill 2-Year
Spot bill related to the GGRF investment plan. *Remains in the Assembly Desk.*

AB 1785 (Boerner Horvath) Transportation: North County Transit District N/A
Makes nonsubstantive changes to the various powers and duties relative to the planning and operation of a transit system in north San Diego County. *Amended to deal with pleadings and motions for railroad owners.*

AB 1786 (O'Donnell) Land Use and Planning: Housing Element 2-Year
Makes nonsubstantive changes to the Planning and Zoning Law, which requires a city or county to adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. *Remains in the Assembly Desk.*

AB 1799 (Friedman) Natural Gas Market Dead
Would have required the CEC to identify, collect, and analyze certain data regarding the natural gas market to determine causes of natural gas price volatility experienced by end-use customers. The bill also would have required the CEC, in coordination with the CPUC, to establish the Joint Agency Natural Gas Market Oversight Committee to review the data gathered and analyzed and to provide ongoing comments, insight, and recommendations about natural gas market behavior and transactions related to potential exercise of market power and market manipulation and methods to deter those activities. Additionally, the bill would have directed the CPUC to require each load-serving entity to include in its statutorily required integrated resource plan a wholesale market risk management plan. *Held on suspense in the Assembly Appropriations Committee.*

AB 1819 (ASM Judiciary) Reproduction of Public Records Chapter 695
Grants a requester who inspects a disclosable record on the premises of the agency the right to use the requester's equipment on those premises, without being charged any fees or costs, to photograph or otherwise copy or reproduce the record in a manner that does not require the equipment to make physical contact with the record, unless the means of copy or reproduction would result in damage to the record or unauthorized access to the agency's computer systems or secured networks.

ACA 17 (Gray) Hydroelectric Facilities as Renewable Generation 2-Year
Requires that the State's programs relating to renewable energy and climate change include hydroelectric generation facilities as renewable electrical generation facilities, eligible renewable energy resources, and zero-carbon resources, and require that those programs not differentiate between the electricity generated by hydroelectric facilities and the electricity generated by other renewable electrical generation facilities, eligible renewable energy resources, and zero-carbon resources. The measure also requires that hydroelectric generation facilities be considered renewable electrical generation facilities, eligible renewable energy resources, and zero-carbon resources for licensing and certification purposes. *Remains at the Assembly Desk.*

ACA 18 (Cunningham) Nuclear Facilities as Renewable Generation 2-Year
Requires that the State's programs relating to renewable energy and climate change include nuclear energy as a renewable energy resource and zero-carbon resource. The bill also requires that the State's programs relating to renewable energy and climate change include electrical generating facilities that use nuclear energy as renewable electrical generation facilities, eligible renewable energy resources, and zero-carbon resources. Additionally, the bill requires renewable electrical generation facilities, eligible renewable energy resources, and zero-carbon resources to include, for licensing and certification purposes, electrical generating facilities that use nuclear energy. The measure also prohibits the Legislature from enacting any law related to energy unless the law is technology neutral, as specified. *Remains at the Assembly Desk.*

ACR 135 (Calderon) Energy Efficiency Day Chapter 181
Proclaims October 2, 2019, as Energy Efficiency Day in California and urges Californians to join in supporting California’s climate and clean energy goals by continuing to support and increase energy efficiency efforts in the State now and in the future.

AJR 10 (Reyes) Federal Clean Air Act Chapter 182
States that the Legislature strongly and unequivocally supports the existing fuel economy and GHG emissions standards, the preservation of California’s authority to enact stricter air pollution standards pursuant to its federal Clean Air Act waiver, and the enactment of a voluntary agreement between CARB and automobile manufacturers that preserves California’s status as a leader in the fight for clean air. The Resolution further states that the Legislature will consider any and all appropriate actions to maintain and enact vehicle emissions standards for the protection of public health, California residents, and the economy, as well as supporting any and all appropriate actions that enhance longstanding protections for the public’s health, California residents, and the economy. The Resolution also states that the Legislature urges the President and Vice President of the United States, the Secretary of the United States Department of Transportation, and the Administrator of the United States Environmental Protection Agency to reject the Safer Affordable Fuel-Efficient Vehicles Proposed Rule for Model Years 2021–26.

SENATE BILLS

SB 1 (Atkins) California Environmental Defense Act Vetoed

This bill would have, until January 20, 2025, required specified agencies including CARB, to take prescribed actions regarding certain rolled-back federal requirements and standards under the Trump administration pertaining to air, water, and protected species.

SB 4 (McGuire) Land Use and Planning: Housing Element 2-Year

Authorizes a development proponent of a neighborhood multifamily project or eligible transit-oriented development (TOD) project located on an eligible parcel to submit an application for a streamlined, ministerial approval process that is not subject to a conditional use permit. The bill defines an “eligible TOD project” as a project located in an urban community, as defined, that meets specified height requirements, is located within ½ mile of an existing or planned transit station parcel or entrance, and meets other floor area ratio, density, parking, and zoning requirements. The bill also requires an eligible TOD project development proponent to develop a plan that ensures transit accessibility to the residents of the development in coordination with the applicable local transit agency. Of note to CARB due to the nexus of air pollution and GHG emissions as related to housing planning decisions. *Was not heard in Senate Environmental Quality Committee.*

SB 5 (Beall) Land Use and Planning: Housing Element Vetoed

Would have established the Affordable Housing and Community Development Investment Program, which would be administered by the Affordable Housing and Community Development Investment Committee. The bill also would have required the Committee to approve no more than \$200 million per year from July 1, 2021, to June 30, 2026, and \$250 million per year from July 1, 2026, to June 30, 2030, in transfers from a county’s Educational Revenue Augmentation Fund for applicants for plans approved pursuant to this program. Additionally, the bill would have provided that eligible projects include, among other things, the predevelopment, development, acquisition, rehabilitation, and preservation of workforce and affordable housing, certain transit-oriented development, and projects promoting strong neighborhoods. Of note to CARB due to the nexus of air pollution and GHG emissions as related to housing planning decisions.

SB 8 (Glazer) State Parks: Smoking Ban Chapter 761

Establishes 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. Of interest to CARB due to efforts that reduce environmental tobacco smoke, a mixture of carcinogens and respiratory toxicants during the burning and smoking of tobacco products that CARB identified as a toxic air contaminant.

SB 25 (Caballero) CEQA: Opportunity Zones 2-Year

Establishes procedures to streamline the CEQA review process for projects located in federally determined “qualified opportunity zones” that include projects financed from GGRF and allocated to the SGC. The bill also contains specified requirements for projects related to fair labor and prevailing wages. *Remains in the Assembly Natural Resources Committee.*

SB 43 (Allen) Carbon Intensity Pricing: Retail Products 2-Year

Requires CARB to submit a report to the Legislature by January 1, 2022, on the results of a study to determine the feasibility of assessing the carbon intensity of all retail products subject to the

Sales and Use Tax. The bill sets specific requirements for the study and requires CARB to hold at least three public meetings prior to developing the report. *Failed passage in the Assembly Revenue and Tax Committee and was granted reconsideration.*

SB 44 (Skinner) Mobile Source Strategy Chapter 297

Requires CARB, no later than January 1, 2021, and at least every 5 years thereafter, to update the 2016 Mobile Source Strategy to include a comprehensive strategy describing how to address medium- and heavy-duty vehicles in order to meet federal ambient air quality standards and reduce GHG emissions from this sector. The update must be conducted in consultation with the Caltrans, the CEC, and the GO-Biz. The bill also requires CARB to recommend reasonable and achievable emission reduction goals for medium- and heavy-duty vehicles by 2030 and 2050, respectively, as part of the comprehensive strategy.

SB 45 (Allen) Environmental Bond Act of 2020 2-Year

Enacts the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters in the November 2020 general election, would authorize the issuance of bonds in the amount of \$4.2 billion to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program. One section of the bond allocates \$50 million to CARB, to fund innovative wood products that reduce GHGs. The bill identifies \$395 million to be available for the reduction of climate impacts on disadvantaged communities and vulnerable populations. Eligible projects include cooling centers and clean air centers to safeguard vulnerable populations from extreme heat events and air pollution caused by wildfires and from other public health threats exacerbated by climate change. *Remains in the Senate Appropriations Committee.*

SB 49 (Skinner) Appliance Energy Efficiency Chapter 697

Requires that the CEC update energy efficiency standards and adopt standards for appliances to facilitate the deployment of flexible demand technologies, and authorizes the CEC to establish an administrative enforcement process to enforce flexible demand appliance standards. Additionally, this bill requires the CEC and the Department of Water Resources to jointly assess the operational changes and structural upgrades needed for the State Water Project to aid California in achieving its climate and energy goals.

SB 50 (Wiener) Housing Development: Streamlined Approval Dead

Would have required a residential development eligible for an equitable communities incentive, as specified, to receive waivers from maximum controls on density and minimum controls on automobile parking requirements greater than 0.5 parking spots per unit. The bill also would have allowed specified additional waivers related to height requirements if the residential development is located within a “job-rich” neighborhood, within a half-mile of a rail transit station, or within a quarter-mile of a high-frequency bus stop. Of note to CARB due to the nexus of air pollution and GHG emissions as related to housing and land use planning decisions. *Held on suspense in the Senate Appropriations Committee.*

SB 53 (Wilk) Open Meetings of Advisory Bodies Dead

Would have specified that the definition of “State body” include an advisory board, advisory commission, advisory committee, advisory subcommittee, or similar multimember advisory body

of a State body that consists of three or more individuals, as prescribed, except a board, commission, committee, or similar multimember body on which a member of a State body serves in their official capacity as a representative of that State body and that is supported, in whole or in part, by funds provided by the State body, whether the multimember body is organized and operated by the State body or by a private corporation. *Held on suspense in the Assembly Appropriations Committee.*

SB 59 (Allen) Automated Vehicle Advisory Committee Dead
Would have required the CTC to establish the California Council on the Future of Transportation, of which CARB would have been a member, which would have provided the Governor and the Legislature recommendations for autonomous vehicle policy. The bill required the Council to submit its policy recommendations to the Legislature by January 1, 2022, and biannually thereafter. *Held on suspense in the Assembly Appropriations Committee.*

SB 69 (Wiener) Vessel Speed Reduction Incentive Program Dead
Of interest to CARB, the bill requires CARB to develop and implement a voluntary vessel speed reduction (VSR) incentive program by May 1, 2021, and provide a report to the Legislature by December 21, 2022. The bill also requires CARB to coordinate with the federal Office of National Marine Sanctuaries and the United States Navy to develop and implement a voluntary VSR incentive program for the San Francisco and Santa Barbara areas to reduce air pollution, the risk of fatally striking whales, and harmful underwater acoustics. Specified considerations for the VSR incentive program include data collection of ship speeds, analyses of impacts to disadvantaged communities and the risk of oil spills, and the development of incentive program criteria. *Held on suspense in the Senate Appropriations Committee.*

SB 73 (Mitchell) Budget Act of 2019 Dead
Contained the Senate plan for appropriations that support state government for fiscal year 2019-20. Of interest to CARB, the bill would have made appropriations for CARB programs and makes re-appropriations for the purposes to extend encumbrance and expenditure dates for GGRF appropriations, including those to CARB. *Was not heard in the Senate Budget and Fiscal Review Committee.*

SB 101 (SEN Budget) Safe and Affordable Drinking Water Fund Dead
Would have established the Safe and Affordable Drinking Water Fund in the State Treasury and requires the SWRCB to administer the fund to help water systems provide an adequate supply of safe drinking water in both the near and long terms. Of interest to CARB, the bill would have annually transferred, beginning in the 2020–21 fiscal year, and until June 30, 2030, 5 percent of the annual proceeds of the GGRF, up to the sum of \$130 million to the Safe and Affordable Drinking Water Fund. *Was not heard in the Assembly Budget Committee.*

SB 127 (Wiener) Active Transportation Vetoed
Would have required the Caltrans to create an Active Transportation Assets Branch within the Transportation Asset Management office and requiring the Caltrans, commencing with the 2022 State Highway Operation and Protection Program (SHOPP), to include new complete streets elements as part of all SHOPP projects located along certain types of state and local roads. The bill would have also required the CTC, commencing with the 2022 SHOPP, when undertaking a

specified capital improvement project on a State highway or on a local street crossing a state highway that is funded through the SHOPP, to include new pedestrian and bicycle facilities, or improve existing facilities, as part of the project, consistent with specified requirements.

SB 147 (Beall) High-Speed Rail Authority 2-Year
Makes clarification to the High-Speed Rail Authority's (HSRA) public outreach requirements to keep the public informed of activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the HSRA's internet website. Of interest to CARB due to information transparency requirements related to the High Speed Rail Project, which receives funding from the GGRF. *Was not heard in the Assembly Transportation Committee.*

SB 152 (Beall) Active Transportation Program Dead
Would have required 60 percent of available funds from the Active Transportation Program to be awarded to projects selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15 percent to fund projects in small urban and rural regions, and 25 percent to projects competitively awarded by the commission on a statewide basis. The bill also requires, rather than authorizes, the CTC to adopt separate guidelines for the MPOs to ensure that they have sufficient discretion to adopt regional guidelines and would not limit those guidelines to project selection criteria. *Held on suspense in the Senate Appropriations Committee.*

SB 155 (Bradford) RPS and Integrated Resource Plans Chapter 401
Requires the CPUC to review each annual compliance report filed by a load serving entity of electricity, to notify the load serving entity if the CPUC has determined, based upon its review, that the load serving entity may be at risk of not satisfying the renewable procurement requirements for the then-current or future compliance period, and to provide recommendations in that circumstance regarding satisfying those requirements. The bill also states that the CPUC cannot require any load serving entity to procure a specific resource or technology type in meeting those renewable procurement requirements. The bill additionally requires the CPUC to ensure that load serving entities do what is required to be done by their integrated resource plans, and ensure that load serving entities comply with an existing requirement that at least 65 percent of the RPS procurement that they count toward the RPS requirement of each compliance period be from contracts of 10 years or more in duration or from its ownership or ownership agreements from eligible renewable energy resources.

SB 168 (Wieckowski) Chief Climate Resilience Officer Dead
Would have established the Chief Climate Resilience Officer in the Office of Planning and Research, appointed by the Governor and subject to confirmation by the Senate, to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation in California. The bill would have made the chief officer, or the chief officer's designee, a member of the Office of Planning and Research's climate change adaptation advisory council and would have designated them as the chair of the advisory council. *Held on suspense in the Assembly Appropriations Committee.*

SB 182 (Jackson) GGRF: Wildfire Prevention 2-Year

Of interest to CARB, the bill requires the CAL FIRE to allocate an unspecified amount of the \$165 million GGRF appropriation per SB 901 (Dodd, Chapter 626, Statutes of 2018) towards grants to cities and counties that contain one or more very high fire risk areas for programs and projects that control the spread of wildfire and improve life safety. Specified project types include, but are not limited to: road building and water supply or delivery facilities in very high fire risk areas, and wildfire detection and warning systems. *Remains at the Assembly Desk.*

SB 191 (Morrell) Land Use: Housing Element Spot Bill 2-Year

Spot bill related to the Planning and Zoning Law. *Remains in the Senate Rules Committee.*

SB 200 (Monning) Safe and Affordable Drinking Water Fund Chapter 120

Establishes the Safe and Affordable Drinking Water Fund in the State Treasury and requires the SWRCB to administer the fund to help water systems provide an adequate supply of safe drinking water in both the near and long terms. Of interest to CARB, the bill annually transfers, beginning in the 2020–21 fiscal year, and until June 30, 2030, 5 percent of the annual proceeds of the GGRF, up to the sum of \$130 million, to the Safe and Affordable Drinking Water Fund.

SB 210 (Leyva) Heavy-Duty I&M Program Chapter 298

Requires CARB to develop and implement a Heavy-Duty Vehicle I&M Program for nongasoline heavy-duty on-road motor vehicles with a gross vehicle weight rating of more than 14,000 pounds. The bill requires the DMV to confirm that a heavy-duty vehicle is compliant with, or exempt from, the program prior to the initial registration, transfer of ownership, or renewal of registration. The bill creates new sections in the vehicle code which (1) prohibit the operation of a heavy-duty vehicle on a public road if that vehicle has an illuminated malfunction indicator light, (2) require a legal owner or registered owner of the heavy-duty vehicle to maintain a certificate of compliance with the vehicle, (3) and prohibit the operation of a heavy-duty vehicle in a manner resulting in the escape of visible smoke.

SB 216 (Galgiani) Carl Moyer Program: Heavy-Duty Truck Exchange Dead

Would have made heavy-duty truck exchange projects eligible for funding from the Carl Moyer Program and set requirements for the projects. It also would have required CARB by December 31, 2020 to hold a public workshop, and develop a comprehensive and streamlined plan to help districts implement these projects. *Held on suspense in the Senate Appropriations Committee.*

SB 236 (Wilk) GGRF: Low-Carbon Innovation 2-Year

Establishes the Low-Carbon Innovation Grant Program to create and commercialize new low-carbon technologies that will help the State meet its GHG emissions reductions targets and authorizes moneys from GGRF to be available, upon appropriation, for allocation for the purposes of the program. *Was not heard in the Senate Business, Professions and Economic Development Committee or the Senate Environmental Quality Committee.*

SB 253 (Dodd) Environmental Farming Incentive Program Dead

Would have required the CDFA to establish the Environmental Farming Incentive Program (EFIP) to fund incentives, educational materials and outreach to farmers or ranchers for practices that

support environmental and other conservation benefits. This bill also would have required the Scientific Advisory Panel on Environmental Farming to advise the Secretary of the CDFA on the implementation of EFIP. Additionally, the bill would have required the Panel to assist government agencies with incorporating the conservation of natural resources and ecosystem services practices into agricultural programs. Of interest to CARB due to the connection with the GGRF funded grant programs administered by the CDFA such as the Healthy Soils Program. *Held on suspense in the Assembly Appropriations Committee.*

SB 319 (Moorlach) GGRF: Additional Traffic Lanes N/A
Would have required the Caltrans to create two additional traffic lanes on northbound and southbound Interstate Route 5 and State Route 99 that would not have a maximum speed limit. Funding for the additional traffic lanes would have been from a GGRF appropriation. *Amended to require the Caltrans to develop a report to the Legislature on the advantages and feasibility of implementing a German autobahn like system in California.*

SB 351 (Hurtado) GGRF: Transformative Climate Communities Chapter 368
Requires the SGC to consider applicants for projects undertaken in unincorporated areas for the Transformative Climate Communities Program.

SB 386 (Caballero) RPS Exemption 2-Year
Limits the RPS obligations for Turlock and Modesto Districts to the electricity demands that are unsatisfied by the Don Pedro Hydroelectric Project. *Remains in the Senate Rules Committee.*

SB 392 (Allen) Green Chemistry 2-Year
Makes various changes to the Green Chemistry program, also known as the Safer Consumer Products program. The bill allows the DTSC to forego the alternatives analysis process and move directly to a regulatory response for a chemical of concern if there are publicly available studies identifying safer alternative chemicals, establishes civil penalties for a product manufacturer that does not comply with a DTSC request for product ingredients or use, requires the DTSC to include in the Priority Product Workplan a timeline and plan for identifying safer alternatives for chemicals of concern, and eliminates the Toxics Information Clearinghouse. Of interest to CARB due to the connection with hazardous air pollutants and toxic air contaminants. *Moved to the Assembly Inactive File.*

SB 400 (Umberg) Clean Cars 4 All: Mobility Option Chapter 271
Adds electric bicycles and bike sharing to the list of mobility options eligible for funding under the CARB Enhanced Fleet Modernization Program and Clean Cars 4 All program, which already includes transit and car-sharing as eligible options.

SB 457 (Hueso) Biomethane Incentive Program Chapter 479
Extends the sunset date, by five additional years, of an existing incentive program for biomethane projects administered by the CPUC.

SB 458 (Durazo) Pesticides: Chlorpyrifos Dead
Would have established the Protect Children from Brain-Damaging Chlorpyrifos Act of 2019. The bill would have prohibited the use of pesticides that contain the active ingredient chlorpyrifos in

California, until the Director of the Department of Pesticide Regulation adopts specified control measures for chlorpyrifos and the Director of Environmental Health Hazard Assessment and the CARB chair, by clear and convincing evidence, that those control measures will not result in neurodevelopmental or other harm to children after taking into account the potential effects of consuming food or water contaminated with chlorpyrifos. *Held on suspense in the Senate Appropriations Committee.*

SB 460 (Beall) Vehicles: Biennial Registration Dead
Would have allowed, on or after January 1, 2020, and as a component of the DMV's subsequent update to its vehicle registration system, the director to establish a biennial registration period for a vehicle, with subsequent renewals being required at biennial intervals thereafter. Of interest to CARB due to the nexus between vehicle registrations and smog checks. *Held on suspense in the Senate Transportation Committee.*

SB 463 (Stern) Gas Storage Well Leak Regulation Chapter 773
Improves the reporting of the chemical composition of materials that may be emitted from a natural gas storage well in the event of a reportable leak, and requires the DOGGR to review and revise its natural gas storage well regulations and policy.

SB 466 (Wilk) Environmental Farming Program Spot Bill 2-Year
Spot bill related to the Environmental Farming Program. *Remains in the Senate Rules Committee.*

SB 498 (Hurtado) Short-Line Railroad Funding 2-Year
Requires the CTC to establish a two-year competitive grant program for short-line railroad projects using funds from the Trade Corridors Improvement Fund program savings. Eligible project types include rail reconstruction, maintenance, upgrade, and replacement and those that do not to exceed \$8 million. Of interest to CARB due to freight funding for short rail locomotives. *Was not heard in the Assembly Transportation Committee.*

SB 515 (Caballero) CPUC High Hazard Zone Fuel Report 2-Year
Requires the CPUC to submit a report to the appropriate policy committees of the Legislature on or before January 6, 2020, that contains all of the following: (a) the amount of high hazard zone vegetation eligible for removal; (b) an assessment of the overall market potential for high hazard zone fuel in California; and (c) an assessment of the potential high hazard zone fuel supply for each current Biofuel Renewable Auction Mechanism contract. *Was not heard in the Assembly Appropriations Committee.*

SB 520 (Hertzberg) Electric Service Provider of Last Resort Chapter 408
Provides that the electrical corporation is the provider of last resort, as defined, in its electric utility service territory unless provided otherwise in a service territory boundary agreement approved by the CPUC or unless the CPUC designates a load-serving entity, as defined for all or a portion of that service territory. This bill establishes specified requirements for the process of designating and the qualifications required of the provider of last resort including proper GHG accounting.

SB 526 (Allen) State Mobility Action Plan for Healthy Communities Dead

Would have established an interagency working group to be administered by the SGC and to be composed of a specified membership. The bill would have required the interagency working group to develop and implement a State Mobility Action Plan for Healthy Communities to ensure that regional growth and development is designed and implemented in a manner that will help achieve the State's environmental, equity, climate, and health and housing goals. The bill also would have required CARB to adopt a regulation that requires a metropolitan planning organization to provide any data that CARB determines is necessary to fulfill the requirements of the Sustainable Communities Strategies Progress Report and to determine if the MPO is on track to meet its 2035 GHG emission reduction target. *Held on suspense in the Senate Appropriations.*

SB 535 (Moorlach) Greenhouse Gases: Wildfire Emissions Dead

Would have increased how frequently CARB must report wildfire GHG emissions from every five years to every three years, and added additional pollutants to the emissions included in the report. The bill also would have required the report to include, to the extent feasible, an assessment of the increased severity of wildfires and wildfire emissions due to climate change. Finally, the bill would have required CARB to identify any information in the report that should be included in the Scoping Plan. *Held on suspense in the Senate Appropriations Committee.*

SB 558 (Hueso) California-Mexico Affairs Commission Vetoed

Would have established in State government the Commission on California-Mexico Affairs to serve as a public stakeholder body on cultural, economic, and environmental issues relating to California and Mexico. The bill also would have identified the membership requirements and duties of the Commission. The bill would have provided that the Commission could examine strategies for improving air quality and public health in the border region.

SB 576 (Umberg) Climate Ready Program Chapter 374

Establishes the Climate Ready Program to be administered by the State Coastal Conservancy and requires the Ocean Protection Council to develop and implement a coastal climate change adaptation, infrastructure, and readiness program to recommend best practices and strategies to improve the climate change resiliency of the State's coastal communities, infrastructure, and habitat.

SB 584 (Moorlach) GGRF: Electrical Infrastructure Undergrounding N/A

Would have required the CPUC to require electrical corporations to develop and administer programs to provide matching funds to local jurisdictions for conversion projects to replace overhead electrical infrastructure with underground electrical infrastructure in tier 3 fire-threat districts. The bill also would have appropriated \$400 million annually to the CAL FIRE to provide grants to local jurisdictions undertaking conversion projects to move electrical infrastructure underground. *Amended to remove the GGRF appropriation but to continue to fund electrical infrastructure conversion projects.*

SB 597 (Hueso) Pumped Hydro Pilot Project 2-Year

Requires the CPUC to direct one or more electrical corporations to procure a single large-scale, long-duration energy storage pilot project for pumped hydropower. *Remains in the Senate Rules Committee.*

SB 613 (Stern) GHG Emissions Estimate of State Food Purchases Dead

Would have required CARB to develop and publish on its website a methodology for a State agency to estimate the GHG emissions that occur through the life cycle of all food purchased by the State agency that will enable a State agency to reliably track changes in its food-related GHG emissions over time. The bill would have required that the estimate of a State agency's own GHG emissions include, to the extent feasible, an estimate of GHG emissions related to the State agency's food purchases using the methodology developed by CARB. The bill would have required the State agency to submit this estimate to the CalEPA as part of its annual submission for the State agency GHG emission report card. *Held on suspense in the Assembly Appropriations Committee.*

SB 629 (McGuire) Notice Requirements for Hearing Boards 2-Year

Requires a local air district hearing board to send a notice of a hearing to consider an application for an interim variance not less than 72 hours prior to the hearing to any person who requests the notice. *Was not heard in the Assembly Natural Resources Committee.*

SB 662 (Archuleta) Green Electrolytic Hydrogen 2-Year

Authorizes the CPUC to consider ratepayer-funded green electrolytic hydrogen investments and programs if certain conditions are met. This bill also incorporates green electrolytic hydrogen into various definitions of transportation electrification related to state agency duties to address GHG emission reduction goals. *Was not heard in the Assembly Utilities and Energy Committee or the Assembly Transportation Committee.*

SB 667 (Hueso) GGRF: Recycling Infrastructure and Facilities N/A

Would have created incentives and financing mechanisms for the development of organic waste infrastructure. The bill would have established in the State Treasury, the California Recycling Infrastructure Account that supports to provide multiple benefits including GHG emissions reductions and workforce training. The bill would have specified the intent of the Legislature to appropriate an unspecified amount from the GGRF to fund the Account for the fiscal years 2020-21 through 2024-25. *Amended to remove the GGRF appropriation but continue to accelerate public and private capital towards organic waste diversion and recycling infrastructure.*

SB 669 (Caballero) Safe Drinking Water Fund Dead

Would have established the Safe Drinking Water Fund in the State Treasury and provide funding to assist community water systems in disadvantaged communities. Funding would have been available for operation and maintenance, consolidation, interim replacement water, and administration costs to assist in compliance with Federal and State drinking water standards and consist of Federal, General Fund, net revenue from the Trust, GGRF, and voluntary contributions. The bill also would have required the SWRCB to adopt an annual fund implementation plan by July 1, 2021. *Held on suspense in the Senate Appropriations Committee*

SB 676 (Bradford) Transportation Electrification Chapter 484

Requires the CPUC to establish strategies and quantifiable metrics to maximize the use of feasible and cost-effective electric vehicle grid integration.

SB 677 (Allen) AB 32 Spot Bill N/A
Spot bill related to the AB 32 requirement for CARB to consult with other entities on development of greenhouse gas reduction programs. *Was amended to deal with nonlatex retail food safety gloves.*

SB 682 (Allen) Radiative Forcing Climate Accounting Protocol Dead
Would have required CARB, by January 1, 2021, to adopt a climate accounting protocol to evaluate the potential of proposed climate and restoration actions to reduce radiative forcing and excess heat. Would have authorized CARB, in adopting the protocol, to use a Radiative Forcing Management standard developed by the International Standards Organization. *Held on suspense in the Senate Appropriations Committee.*

SB 708 (Hueso) CAISO 2-Year
Requires additional transparency of the operations of the CAISO and requires specified annual reporting requirements by the CAISO to the Legislature. The bill requires the CAISO to work with CARB, the CEC, and the CPUC to support state policy goals, and make data available to state agencies in any format requested and assist with the development and implementation of policies designed to achieve long-term resource planning objectives. *Was not heard in the Assembly Utilities and Energy Committee or the Assembly Judiciary Committee.*

SB 732 (Allen) SCAQMD Transactions and Use Tax 2-Year
Authorizes a transactions and use tax to be placed on the ballot for approval by the South Coast Air Quality Management District's (SCAQMD) electorate, if it is approved by a majority vote of the SCAQMD's governing board. The bill requires that all moneys received by SCAQMD from the transactions and use tax to be used for financial incentives and programs to implement SCAQMD's adopted plans to achieve State and federal ambient air quality standards, and to accelerate the deployment of zero-emission, near-zero-emission, or cleanest commercially available mobile and stationary equipment that reasonably meets the needs of the operators of that equipment, as well as alternative fueling and charging infrastructure. *Was not heard in the Senate Appropriations Committee.*

SB 739 (Stern) Climate Change Research and Development 2-Year
States 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. *Remains in the Senate Rules Committee.*

SB 749 (Durazo) Records and Trade Secrets 2-Year
Provides that specified records provided by a private industry employer, and retained by public agencies pursuant to a contract, are no longer considered trade secrets and are subject to disclosure under the California Public Records Act. These apply to certain records relating to employment terms and conditions of employees working for a private industry employer pursuant to a contract with a public agency, if those wages, benefits, working hours and other employment terms and conditions relate to work performed under the contract, records of compliance with local, State, or federal domestic content requirements, and records of a private industry employer's compliance with job creation, job quality, or job retention obligations contained in a contract or agreement with a State or local agency. *Moved to the Assembly Inactive File.*

SB 773 (Skinner) Energy Efficiency Programs Spot Bill 2-Year
Spot bill on energy efficiency programs. *Remains in the Senate Rules Committee.*

SB 774 (Stern) Microgrids 2-Year
Requires specified actions related to the deployment of microgrids, including requiring exclusive utility-ownership, and, as such, ratepayer funding, of microgrids that are located in the electrical corporation's side of the electrical distribution grid. *Was not heard in the Assembly Utilities and Energy Committee.*

CHAPTERED BILLS

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AB 65	Petrie-Norris	Climate Adaptation: Local General Plans	Chapter 347
AB 74	Ting	Budget Act of 2019	Chapter 23
AB 185	Grayson	Biannual Transportation Meetings	Chapter 534
AB 285	Friedman	California Transportation Plan	Chapter 605
AB 293	Garcia, E.	Greenhouse Gases: Offset Protocols	Chapter 85
AB 321	Patterson	Sales and Use Tax	Chapter 226
AB 423	Gloria	San Diego County Air Pollution Control District	Chapter 744
AB 469	Petrie-Norris	Records Management Coordinator	Chapter 302
AB 661	McCarty	Wildfire Smoke Air Pollution Emergency Plan	Chapter 392
AB 784	Mullin	Transit Bus Sales Tax Exemption	Chapter 684
AB 814	Chau	Vehicles: Unlawful Access to Computer Systems	Chapter 16
AB 836	Wicks	Clean Air Center Incentive Program	Chapter 393
AB 1013	Obernolte	Reviewers of State Grant Applications	Chapter 498
AB 1083	Burke	CCST Study of Energy-related Legislation	Chapter 818
AB 1100	Kamlager-Dove	EV Parking Requirements	Chapter 819
AB 1144	Friedman	SGIP Energy Storage for Fire Threats	Chapter 394
AB 1208	Ting	Clean Energy User Tax Exemption	Chapter 238
AB 1232	Gloria	Low-Income Weatherization Program	Chapter 754
AB 1237	Aguiar-Curry	GGRF: Guidelines	Chapter 357
AB 1328	Holden	Study of Fugitive Emissions from Idle Wells	Chapter 772
AB 1483	Grayson	Housing Data: Collection and Reporting	Chapter 662
AB 1560	Friedman	CEQA: Major Transit Stop	Chapter 631
AB 1583	Eggman	Plastic Recycling CAEATFA Sunset	Chapter 690
AB 1584	Quirk	Electricity Procurement Cost Allocation	Chapter 397
AB 1628	Rivas, R.	Environmental Justice Definition	Chapter 360
AB 1730	Gonzalez, L.	Sustainable Community Strategies	Chapter 634
AB 1763	Chiu	Planning and Zoning: Density Bonus	Chapter 666
AB 1819	ASM Judiciary	Reproduction of Public Records	Chapter 695
ACR 135	Calderon	Energy Efficiency Day	Chapter 181
AJR 10	Reyes	Federal Clean Air Act	Chapter 182
SB 8	Glazer	State Parks: Smoking Ban	Chapter 761
SB 44	Skinner	Mobile Source Strategy	Chapter 297
SB 49	Skinner	Appliance Energy Efficiency	Chapter 697
SB 155	Bradford	RPS and Integrated Resource Plans	Chapter 401
SB 200	Monning	Safe and Affordable Drinking Water Fund	Chapter 120
SB 210	Leyva	Heavy-Duty I&M Program	Chapter 298

SB 351	Hurtado	GGRF: Transformative Climate Communities	Chapter 368
SB 400	Umberg	Clean Cars 4 All: Mobility Option	Chapter 271
SB 457	Hueso	Biomethane Incentive Program	Chapter 479
SB 463	Stern	Gas Storage Well Leak Regulation	Chapter 773
SB 520	Hertzberg	Electric Service Provider of Last Resort	Chapter 408
SB 576	Umberg	Climate Ready Program	Chapter 374
SB 676	Bradford	Transportation Electrification	Chapter 484

Note: No chaptered bills listed were accompanied by a signing message.

VETOED BILLS

VETOED BILLS

AB 296	Cooley	Voluntary Tax Contributions for Climate Grants
AB 684	Levine	Electric Vehicle Charging Building Standards
AB 970	Salas	Non-Emergency Transportation Grant Program
AB 1184	Gloria	Email Record Retention
AB 1195	O'Donnell	Low Carbon Fuel Standard
AB 1252	Rivas, R.	Environmental Justice Small Grant Program
AB 1440	Levine	Oil and Gas Development
AB 1578	Rivas, L.	School Pavement to Parks Grant Program
AB 1605	Ting	Pricing Program
AB 1718	Levine	State Parks and Beaches: Smoking Ban
SB 1	Atkins	California Environmental Defense Act
SB 5	Beall	Land Use and Planning: Housing Element
SB 127	Wiener	Active Transportation
SB 558	Hueso	Commission on California-Mexico Affairs

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 296 without my signature.

This bill establishes the Climate Innovation Grant Program, to be administered by the Strategic Growth Council, for the development and research of new innovations and technologies that either reduce emissions of greenhouse gases or address the impacts of climate change. It also establishes a Climate Innovation Voluntary Tax Contribution Account and authorizes an individual to contribute as part of their State tax return.

I am supportive of the important objective of this legislation to spur technological innovation to mitigate climate change. However, this bill creates a redundant, and potentially conflicting, grant program that overlaps with several existing programs at multiple agencies including the Strategic Growth Council. At this juncture, we should maximize resources with our existing programs rather than create redundancies.

Sincerely,

Gavin Newsom

To the Members of the California State Assembly:

I am returning Assembly Bill 684 without my signature.

This bill would require the Building Standards Commission and the Department of Housing and Community Development to propose mandatory building standards for the installation of electric vehicle (EV) charging infrastructure for existing multifamily dwellings and nonresidential developments.

I agree with the intent of this bill to increase inclusive access to EV charging technology for Californians living in multifamily housing, which is necessary to increase the number of zero emission vehicles on the road.

However, I believe this issue is best addressed administratively in order to balance our charging infrastructure objectives with our efforts to expand affordable housing. Therefore, I am directing the Department of Housing and Community Development to develop and propose a building standard that would increase the availability of EV charging infrastructure at existing multifamily properties, while limiting costs for affordable housing.

California can combat climate change while addressing our housing crisis. We must advance strategies to achieve both goals.

Sincerely,

Gavin Newsom

To the Members of the California State Assembly:

I am returning Assembly Bill 970 without my signature.

This bill would fund near-zero emission and zero emission vehicles for transportation to nonemergency medical services for older individuals and disabled persons by allocating Greenhouse Gas Reduction Fund (GGRF) dollars through the Clean Mobility Options program.

While funding additional types of near-zero emission or zero emission vehicles may help the State meet both the goals of reducing greenhouse gas emissions and increasing community access to nonemergency medical service transport, this bill would create a cost pressure on the GGRF. This allocation of potentially many millions of dollars should be discusses as part of the overall GGRF expenditure plan in the budget

Sincerely,

Gavin Newsom

To the Members of the California State Assembly:

I am returning Assembly Bill 1184 without my signature.

This bill would require State and local public agencies to retain every public record transmitted by e-mail for at least two years.

This bill does not strike the appropriate balance between the benefits of greater transparency through the public's access to public records, and the burdens of a dramatic increase in records-retention requirements, including associated personnel and data-management costs to taxpayer.

Therefore, I am unable to sign this bill.

Sincerely,

Gavin Newsom

To the Members of the California State Assembly:

I am returning Assembly Bill 1195 without my signature.

This bill requires the California Air Resources Board (CARB) to consider allowing renewable natural gas (RNG) or biogas delivered via a common carrier pipeline to a crude oil production or transport facility from a source that CARB determines directly reduces emissions of methane in the State to generate credits under the Low-Carbon Fuel Standard (LCFS) regulation.

In 2018, CARB amended the LCFS regulation and made a carefully considered decision to prohibit this type of transfer, because doing so would undermine the program's ability to achieve ozone and particulate matter (PM) 2.5 health standards.

The Low-Carbon Fuel Standard regulations must be adopted to reduce air quality and health risks, not make them worse.

Sincerely,

Gavin Newsom

To the Members of the California State Assembly:

I am returning Assembly Bill 1252 without my signature.

This bill expands the California Environmental Protection Agency's (CalEPA) authority to distribute advanced payments for grants awarded under the Environmental Justice Small Grant Program.

Currently environmental justice grant funds are awarded as a reimbursement for approved projects, but organizations may receive an advanced payment of up to \$10,000 in order to begin a project.

I support finding new tools to help community-based non-profit organizations and tribal governments overcome obstacles to accessing environmental justice grants. However, State agencies have to ensure State monies are appropriately spent by verifying the expense prior to disbursing the funds. The resources required to attempt to track down, verify or recover misspent grant dollars after they have been paid would divert staff time and resources away from administering the program and assisting other grant applicants.

Sincerely,

Gavin Newsom

AB 1440 (Levine)

Oil and Gas Development

Vetoed

To the Members of the California State Assembly:

I am returning Assembly Bill 1440 without my signature as it does not go far enough.

I signed AB 1057 which strongly recasts the State's duties in regulating the development of hydrocarbon and geothermal resources to explicitly require the protection of public health and safety, environmental quality and the reduction of greenhouse gas emissions.

AB 1440 is unnecessary and does not go far enough in protecting public health and safety.

Sincerely,

Gavin Newsom

AB 1578 (Rivas, L.)

School Pavement to Parks Grant Program

Vetoed

To the Members of the California State Assembly:

I am returning Assembly Bill 1578 without my signature.

This bill would require the Natural Resources Agency to develop and implement community parks access grant programs.

While I support an integrated and cohesive effort to make parks and greenspaces accessible to all throughout our State, and to that end signed Assembly Bill 209, I cannot support the creation of these stand-alone grant programs.

Sincerely,

Gavin Newsom

To the Members of the California State Assembly:

I am returning Assembly Bill 1605 without my signature.

This bill would authorize the San Francisco Board of Supervisors to develop a reservation and pricing pilot program for a section of Lombard Street, creating an exemption from existing law, which prohibits local agencies from imposing new charges for the use of its streets and roads.

As the former county supervisor representing this neighborhood, I am acutely aware of the need to address congestion and safety around Lombard Street. However, the pricing program proposed in this bill creates social equity issues. Access to this iconic attraction should be available to all, regardless of their ability to pay.

My Administration is committed to working with the Legislature and City and County of San Francisco on other, workable safety solutions.

Sincerely,

Gavin Newsom

AB 1718 (Levine)

State Parks and Beaches: Smoking Ban

Vetoed

To the Members of the California State Assembly:

I am returning Assembly Bill 1718 without my signature.

This bill prohibits smoking or disposing used cigar or cigarette waste on a State coastal beach or in a unit of the State park system.

This bill is unnecessary as it is duplicative of Senate Bill 8 by Senator Glazer, which I signed.

Sincerely,

Gavin Newsom

To the Members of the California State Senate:

I am returning Senate Bill 1 without my signature.

This bill would enact the California Environmental, Public Health, and Workers Defense Act of 2019 with the intent of ensuring that protections afforded under federal environmental and labor laws and regulations as of January 2017, could remain in place in the event of federal regulatory changes.

California is a leader in the fight for resource, environmental, and worker protections. Since 2017, the federal government has repeatedly tried to override and invalidate those protections, and each time, the State has aggressively countered - taking immediate legal action and deploying every tool at the State's disposal to safeguard our natural resources, environmental protections and workers. No other State has fought harder to defeat Trump's environmental policies, and that will continue to be the case.

While I disagree about the efficacy and necessity of Senate Bill 1, I look forward to working with the Legislature in our shared fight against the weakening of California's environmental and worker protections.

Sincerely,

Gavin Newsom

To the Members of the California State Senate:

I am returning Senate Bill 5 without my signature.

This bill would establish the Affordable Housing and Community Development Investment Program through which local agencies may redirect property tax revenue for schools to fund affordable housing and related infrastructure.

California is in a housing crisis, and I have consistently maintained we need to use all the tools in our toolbox to address it. However, this bill would increase costs by \$2 billion annually once fully implemented. Legislation with such a significant fiscal impact needs to be part of budget deliberations so that it can be considered in light of other priorities.

I will continue to work collaboratively with the Legislature next year to continue to support increased housing production at all income levels across our State.

Sincerely,

Gavin Newsom

To the Members of the California State Senate:

I am returning Senate Bill 127 without my signature.

This bill creates a process to require the Department of Transportation (Caltrans) to add complete streets elements to certain projects on State highways.

I fully support improving facilities to increase walking, biking, and accessing public transit. However, this bill creates a prescriptive and costly approach to achieve these objectives.

By implementing my Executive Order N-19-19, Caltrans is increasing and accelerating its investments in active transportation where appropriate and feasible. I am committed to holding the department accountable to deliver more alternatives to driving while continuing to maintain our State's highways and bridges. The new leadership we are putting in place at Caltrans will be key in implementing this vision and approach.

Sincerely,

Gavin Newsom

To the Members of the California State Senate:

I am returning Senate Bill 558 without my signature.

This bill would establish a new Commission on California-Mexico Affairs to serve as a public stakeholder body on cultural, economic, and environmental issues related to the California-Mexico border and issues of mutual concern to California, the United Mexican States, the State of Baja California, and the State of Baja California Sur.

These are important goals that we have been working collaboratively to address, which is why I issued an Executive Order establishing the International Affairs and Trade Development Interagency Committee earlier this year. The Committee has focused on California's relationship with Mexico and already taken steps to reestablish a formal presence for California in Mexico. In addition to the work of the Committee, the California-Mexico Border Relations Council, established in 2006, also serves as the central organizing body that coordinates cross-border programs, initiatives, projects and partnerships for the State.

While I respect the intent of the bill, its provisions are duplicative of the existing Council, recent efforts undertaken by Lieutenant Governor Eleni Kounalakis as Chair of the International Affairs and Trade Development Interagency Committee, and efforts already underway to reestablish the Commission of the Californias (ComCal). I look forward to continued collaboration with the Legislature and key stakeholders under this framework to work at the border and beyond with California's most important international partner.

Sincerely,

Gavin Newsom

LEGISLATIVE MANDATES

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	CARB Requirements	Due Dates	Code Section
<p align="center">AB 185 (Grayson) Chapter 534</p>	<p align="center">Biannual Transportation Meetings</p> <p>Requires a HCD representative to be a part of the joint meetings between the CTC and CARB that take place twice a year. The bill clarifies that the biannual meetings are to coordinate the implementation of policies that jointly affect housing and air quality, in addition to transportation.</p>	<p>Requires CARB to:</p> <ul style="list-style-type: none"> ○ Include an HCD representative when organizing a biannual meeting between CARB and CTC and prepare agendas on the implementation of policies that jointly affect housing and air quality, in addition to transportation. 	<p align="center">January 1, 2020</p>	<p align="center">§14516 of the Government Code</p>

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	CARB Requirements	Due Dates	Code Section
<p>AB 423 (Gloria) Chapter 744</p>	<p>SDAPCD Board Membership and Duties</p> <p>Changes the membership requirements to the Board of the SDAPCD. The bill requires the SDAPCD to take a number of actions, including creating and maintaining a public website, applying for statewide grants and incentive programs, developing a plan for air monitoring, and publishing an annual air quality report.</p>	<p>Requires CARB to:</p> <ul style="list-style-type: none"> o Complete, by June 1, 2021, a program audit of SDAPCD for the years 2013 through 2018. 	<p>January 1, 2021</p>	<p>§40100.6.5 of the Health and Safety Code</p>

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	CARB Requirements	Due Dates	Code Section
<p>AB 661 (McCarthy) Chapter 392</p>	<p>Wildfire Smoke Air Pollution Emergency Plan</p> <p>Requires Sacramento Metropolitan Air Quality Management District to prepare a wildfire smoke air pollution emergency plan. The bill contains legislative reporting requirements for the Sacramento district and CARB.</p>	<p>Requires CARB to:</p> <ul style="list-style-type: none"> ○ Consider for approval a short-term air quality metric that is advisory and provides details of the health effects of the wildfire smoke that occur on a time scale of less than 24 hours, which would be part of the Sacramento Metropolitan Air Quality Management District's wildfire smoke air pollution emergency plan. ○ Submit by January 1, 2022 and in coordination with the local air districts, a report to the Legislature that includes a summary of existing wildfire smoke emergency response programs in the State and best practices. The report must also identify local air districts expected to be impacted by wildfire smoke that could benefit from CARB-identified best practices, with additional State funding. 	<p>January 1, 2022</p>	<p>§41090 and 41094 of the Health and Safety Code</p>

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	CARB Requirements	Due Dates	Code Section
<p align="center">AB 836 (Wicks) Chapter 393</p>	<p align="center">Clean Air Center Incentive Program</p> <p>Establishes the Wildfire Smoke Clean Air Centers for Vulnerable Populations Incentive Pilot Program (Clean Air Center Incentive Program) to be administered by CARB in order to provide funding through a grant program to retrofit ventilation systems in publically accessible spaces. The bill provides that implementation of the bill is contingent upon an appropriation by the Legislature.</p>	<p>Requires, upon funding of the Clean Air Center Incentive Program by the Legislature, CARB to:</p> <ul style="list-style-type: none"> ○ Develop guidelines and eligibility criteria, as specified, for the Clean Air Center Incentive Program in consultation with stakeholders. ○ Prioritize applications to the Program where the project is located in an area with documented high cumulative smoke exposure burden, and within such areas, give priority to a school maintained by a local educational agency that has at least 40 percent of its pupils being from low-income families. 	<p>Implementation of the Program is contingent upon funding of the Program. No funding has been identified for FY 2019/20.</p>	<p align="center">§39960 of the Health and Safety Code</p>

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	CARB Requirements	Due Dates	Code Section
<p align="center">AB 1013 (Oberholte) Chapter 498</p>	<p align="center">Reviewers of State Grant Applications</p> <p>Places restrictions on State agency grant reviewers to address issues of conflict of interest.</p>	<p>Prohibits a State agency from permitting an evaluator from reviewing a discretionary grant application submitted by an organization or a person for which the evaluator was a representative, voting member, or staff member within the two-year period preceding receipt of that application.</p>	<p align="center">Beginning on January 1, 2020</p>	<p align="center">§11000.5 of the Government Code</p>

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	CARB Requirements	Due Dates	Code Section
<p align="center">AB 1237 (Aguilar-Curry) Chapter 357</p>	<p align="center">GGRF: Guidelines Requires State agencies that receive appropriations from the GGRF to post guidelines on their website for how the funds are allocated for competitive financing programs.</p>	<p align="center">Requires CARB to post guidelines that include eligibility criteria for award opportunities, application timelines, information on technical assistance, contact information, the amount of money allocated to disadvantaged communities, and any preferences given to applications for GGRF funded grant programs.</p>	<p align="center">January 1, 2021</p>	<p align="center">§16428.89 of the Government Code</p>

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	ARB Requirements	Due Dates	Code Section
<p>AB 1328 (Holden) Chapter 772</p>	<p align="center">Study of Fugitive Emissions from Idle Wells</p> <p>Requires the DOGGR, in consultation with CARB, to initiate a study to be conducted by independent experts of fugitive GHG, toxic air contaminant, and volatile organic compound emissions from idle, idle deserted, and abandoned wells in the State. The bill also sets requirements for the study and for DOGGR in pursuing the study.</p>	<p>Requires CARB to consult with the Division of Oil, Gas, and Geothermal Resources (DOGGR) on a study the division will commission of fugitive GHG, toxic air contaminant, and volatile organic compound emissions from idle, idle deserted, and abandoned wells in the State.</p>	<p>No due date for CARB, but the study must be released by January 1, 2023.</p>	<p>§3206.2 of the Public Resources Code</p>

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	CARB Requirements	Due Dates	Code Section
<p align="center">SB 44 (Skinner) Chapter 297</p>	<p align="center">Mobile Source Strategy</p> <p>Requires CARB, no later than January 1, 2021, and at least every 5 years thereafter, to update the 2016 mobile source strategy and include a comprehensive strategy addressing emissions from medium- and heavy-duty vehicles</p>	<ul style="list-style-type: none"> • Requires CARB, no later than January 1, 2021, and at least every five years thereafter, to update its 2016 Mobile Source Strategy. • Requires the update to include a comprehensive strategy for the deployment of medium- and heavy-duty vehicles. • Requires CARB to recommend reasonable and achievable goals for reducing emissions from medium- and heavy-duty vehicles by 2030 and 2050, respectively. • Requires CARB in developing this comprehensive strategy, to identify specified information. • Requires CARB to submit the updated Mobile Source Strategy to the relevant policy and fiscal committees of the Legislature. 	<p align="center">January 1, 2021</p>	<p align="center">§43024.2 of the Health and Safety Code</p>

2019 CARB LEGISLATIVE MANDATES

Bill (Author) and Chapter Number	Bill Title/Summary	CARB Requirements	Due Dates	Code Section
<p align="center">SB 210 (Leyva) Chapter 298</p>	<p align="center">Heavy-Duty Vehicle Inspection and Maintenance Program</p> <p>Directs CARB to develop and implement a Heavy Duty Vehicle Inspection and Maintenance Program for nongasoline heavy duty on road motor vehicles with a gross vehicle weight rating of more than 14,000 pounds</p>	<ul style="list-style-type: none"> • Requires CARB, in consultation with the Bureau of Automotive Repair and the DMV, to adopt a regulation for a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty on-road motor vehicles with a gross vehicle weight rating of more than 14,000 pounds. • Requires CARB, in adopting a regulation implementing the program, to include specified elements and exemptions. • Authorizes CARB to assess a fee. • Requires CARB to sunset the Periodic Smoke Inspection Program. • Requires CARB to develop a Heavy Duty Vehicle Inspection and Maintenance Compliance Certificate which must contain specified information. • Requires CARB, within four years following the full implementation of the program, to provide two biennial reports on its internet website which include enforcement, operational downtime, and an estimate of emissions reduced and cost effectiveness. • Requires CARB to submit the then current draft of proposed rules and regulations to specified legislative committees. • Requires CARB, no later than two years following the completion of a pilot program, to provide a report to the transportation and environmental committees of the Legislature on specified information. 	<p align="center">Within two years of completing a pilot and within four years of implementation</p>	<p align="center">§44150, §44152, and §44154 of the Health and Safety Code</p>

MAJOR LEGISLATIVE HEARINGS

2019 MAJOR LEGISLATIVE HEARINGS

- February 1: Annual Briefing for Legislative Staff on CARB Programs
- February 13: Assembly Budget Subcommittee No. 3 on Resources and Transportation and Assembly Committee on Natural Resources – Joint Hearing
“Wildfire Impacts on Watershed Lands”
- February 20: Senate Environmental Quality Committee
“California’s Climate Change Policies: Will the State Achieve the SB 32 Target”
- March 6: Joint Legislative Audit Committee
“Evaluating the Costs and Benefits of Transportation Policies and Programs”
- March 18: Assembly Committee on Natural Resources
“Implementation of Assembly Bill 617: Are the Air Resources Board and air districts on track to deliver emissions reductions to California’s most pollution-burdened communities?”
- July 9: Joint Legislative Committee on Climate Change Policies
“Annual Update on Statewide Trends of Greenhouse Gas Emissions and Indicators”

ROSTER OF LEGISLATORS

2019 ASSEMBLY MEMBERS

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Aguiar-Curry, Cecilia	D	Napa
Arambula, Dr. Joaquin	D	Fresno
Bauer-Kahan, Rebecca	D	Orinda
Berman, Marc	D	Menlo Park
Bigelow, Frank	R	O'Neals
Bloom, Richard H.	D	Santa Monica
Boerner Horvath, Tasha	D	Encinitas
Bonta, Rob	D	Alameda
Brough, William P.	R	Dana Point
Burke, Autumn R.	D	Inglewood
Calderon, Ian C.	D	Whittier
Carrillo, Wendy	D	Los Angeles
Cervantes, Sabrina	D	Corona
Chau, Ed	D	Arcadia
Chen, Phillip	R	Yorba Linda
Chiu, David S.	D	San Francisco
Choi, Steven Ph. D	R	Irvine
Chu, Kansan	D	San Jose
Cooley, Ken	D	Rancho Cordova
Cooper, Jim	D	Elk Grove
Cunningham, Jordan	R	San Luis Obispo
Daly, Tom F.	D	Anaheim
Diep, Tyler	R	Westminster
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
Gallagher, James M.	R	Yuba City

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Garcia, Cristina	D	Bell Gardens
Garcia, Eduardo	D	Coachella
Gipson, Mike A.	D	Carson
Gloria, Todd	D	San Diego
Gonzalez, Lorena	D	San Diego
Gray, Adam	D	Merced
Grayson, Tim	D	Concord
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
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
Petrie-Norris, Cottie	D	Laguna Beach
Quirk, Bill	D	Hayward
Quirk-Silva, Sharon	D	Fullerton

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Rendon, Anthony Ph. D.	D	Lakewood
Reyes, Eloise Gómez	D	San Bernardino
Rivas, Luz	D	San Fernando
Rivas, Robert	D	Hollister
Rodriguez, Freddie	D	Pomona
Rubio, Blanca E.	D	West Covina
Salas, Jr., Rudy	D	Bakersfield
Santiago, Miguel	D	Los Angeles
Smith, Christy	D	Santa Clarita
Stone, Mark	D	Scotts Valley
Ting, Philip Y.	D	San Francisco
Voepel, Randy	R	Santee
Waldron, Marie	R	Escondido
Weber, Shirley N.	D	San Diego
Wicks, Buffy	D	Oakland
Wood, Jim	D	Healdsburg

D–Democrat

R–Republican

2019 SENATE MEMBERS

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Allen, Ben	D	Santa Monica
Archuleta, Bob	D	Pico Rivera
Atkins, Toni G.	D	San Diego
Bates, Patricia C.	R	Laguna Niguel
Beall, Jim	D	San Jose
Borgeas, Andreas	R	Fresno
Bradford, Steven	D	Compton
Caballero, Anna	D	Salinas
Chang, Ling Ling	R	Brea
Dahle, Brian	R	Bieber
Dodd, Bill	D	Davis
Durazo, Maria Elena	D	Los Angeles
Galgiani, Cathleen	D	Stockton
Glazer, Steven M.	D	Orinda
Gonzalez, Lena A.	D	Los Angeles
Grove, Shannon	R	Bakersfield
Hertzberg, Robert M.	D	Van Nuys
Hill, Jerry	D	San Mateo
Hueso, Ben	D	San Diego
Hurtado, Melissa	D	Sanger
Jackson, Hannah-Beth	D	Santa Barbara
Jones, Brian	R	Santee
Leyva, Connie M.	D	Chino
McGuire, Mike	D	Healdsburg
Mitchell, Holly J.	D	Los Angeles
Monning, William W.	D	Carmel
Moorlach, John	R	Costa Mesa
Morrell, Mike L.	R	Rancho Cucamonga
Nielsen, Jim W.	R	Gerber
Pan, Richard M.D.	D	Sacramento

<u>Name</u>	<u>Party</u>	<u>Area Represented</u>
Portantino, Anthony	D	La Cañada Flintridge
Roth, Richard D.	D	Riverside
Rubio, Susan	D	Baldwin Park
Skinner, Nancy	D	Berkeley
Stern, Henry	D	Agoura Hills
Stone, Jeff E.	R	Temecula
Umberg, Thomas	D	Santa Ana
Wieckowski, Bob	D	Fremont
Wiener, Scott	D	San Francisco
Wilk, Scott T.	R	Lancaster

D–Democrat

R–Republican

