

# NRDC Support and Oppose 6/11/2021

## [AB 1](#)

### **(Garcia, Cristina D) Hazardous waste.**

**Status:** 6/9/2021-Referred to Coms. on E.Q. and JUD.

**Location:** 6/9/2021-S. E.Q.

**Summary:** Would create the Board of Environmental Safety in the California Environmental Protection Agency. The bill would provide requirements for the membership of the board and would require the board to conduct no less than 6 public meetings per year. The bill would provide for the duties of the board, which would include, among others, reviewing specified policies, processes, and programs within the hazardous waste control laws; proposing statutory, regulatory, and policy changes; and hearing and deciding appeals of hazardous waste facility permit decisions and certain financial assurance decisions.

#### **Position**

Support

## [AB 15](#)

### **(Chiu D) COVID-19 relief: tenancy: Tenant Stabilization Act of 2021.**

**Status:** 1/11/2021-Referred to Com. on H. & C.D.

**Location:** 1/11/2021-A. H. & C.D.

**Summary:** Would extend the definition of "COVID-19 rental debt" as unpaid rent or any other unpaid financial obligation of a tenant that came due between March 1, 2020, and December 31, 2021. The bill would also extend the repeal date of the act to January 1, 2026. The bill would make other conforming changes to align with these extended dates. By extending the repeal date of the act, the bill would expand the crime of perjury and create a state-mandated local program.

#### **Position**

Support

## [AB 30](#)

### **(Kalra D) Outdoor access to nature: environmental equity.**

**Last Amend:** 3/22/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Current law establishes various state agencies, including the Natural Resources Agency, which consists of various departments, including the Department of Conservation, the Department of Fish and Wildlife, and the Department of Parks and Recreation. Current law vests in the Natural Resources Agency various powers, including those related to conservation of lands. Current law establishes, within state agencies, state departments, including the Department of Transportation under the Transportation Agency. This bill would declare that it is the established policy of the state that access to nature and access to the benefits of nature is a human right and that every human has the right to safe and affordable outdoor access, among other things.

#### **Position**

Support

## [AB 33](#)

### **(Ting D) Energy Conservation Assistance Act of 1979: energy storage systems and transportation electrification infrastructure.**

**Last Amend:** 4/29/2021

**Status:** 6/3/2021-Referred to Com. on E., U. & C.

**Location:** 6/3/2021-S. E. U., & C.

**Summary:** The Energy Conservation Assistance Act of 1979 states the intent of the Legislature that the Energy Commission administer the State Energy Conservation Assistance Account to provide grants and loans to local governments and public institutions to maximize energy use savings, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency measures and programs in existing and planned buildings or facilities. This bill would require the Energy Commission, in administering the account, to provide grants and loans to local governments and public institutions to maximize energy use savings, expand installation of energy storage systems and expand the availability of transportation electrification infrastructure, including technical assistance, demonstrations, and identification and implementation of cost-effective energy efficiency, energy storage, and transportation electrification infrastructure measures and programs in existing and planned buildings or facilities.

#### **Position**

Support

## [AB 39](#)

### **(Chau D) California-China Climate Institute.**

**Last Amend:** 3/25/2021

**Status:** 6/9/2021-From committee: Do pass and re-refer to Com. on E.Q. (Ayes 5. Noes 1.) (June 9).

Re-referred to Com. on E.Q.

**Location:** 6/9/2021-S. E.Q.

**Calendar:** 6/14/2021 10 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

**Summary:** Would establish the California-China Climate Institute, housed at the University of California, Berkeley, as specified, and in partnership with the Institute of Climate Change and Sustainable Development at Tsinghua University and other entities and institutions in China and California. The bill would require the institute to foster collaboration to inform and shape climate policy and advance the goals of the Paris Agreement, advance joint policy research on major climate issues, support high-level dialogue on specific climate issues, and provide training to specified entities to advance climate and environmental policies. The bill would require the institute to work closely with other University of California campuses, departments, and leaders, and would authorize the institute to receive guidance and support from experts and state entities.

**Position**

Support

**[AB 43](#)**

**(Friedman D) Traffic safety.**

**Last Amend:** 3/22/2021

**Status:** 5/19/2021-Referred to Com. on TRANS.

**Location:** 5/19/2021-S. TRANS.

**Summary:** Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified.

**Position**

Support

**[AB 84](#)**

**(Committee on Budget) Employment: rehiring and retention: displaced workers.**

**Last Amend:** 4/8/2021

**Status:** 5/18/2021-Re-referred to Com. on B. & F.R.

**Location:** 5/18/2021-S. BUDGET & F.R.

**Summary:** Would, until December 31, 2024, require an employer, as defined, to offer its laid-off employees specified information about job positions that become available for which the laid-off employees are qualified, and to offer positions to those laid-off employees based on a preference system, in accordance with specified timelines and procedures. The bill would define the term "laid-off employee" to mean any employee who was employed by the employer for 6 months or more in the 12 months preceding January 1, 2020, and whose most recent separation from active service was due to a reason related to the COVID-19 pandemic, including a public health directive, government shutdown order, lack of business, a reduction in force, or other economic, nondisciplinary reason related to the COVID-19 pandemic. The bill would require an employer to keep records for 3 years, including records of communications regarding the offers.

**Position**

Support

**[AB 96](#)**

**(O'Donnell D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.**

**Last Amend:** 3/22/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/11/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, upon appropriation from the Greenhouse Gas Reduction Fund, funds zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies and related projects. The program provides that projects eligible for funding include, among others, technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology, and requires, until December 31, 2021, no less than 20% of funding made available for that purpose to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology. The program defines "zero- and near-zero-emission" for its purposes. This bill would extend the requirement that 20% of funding be made available to support early commercial deployment of existing zero- and near-zero-emission heavy-duty truck technology until December 31, 2026.

**Position**

Oppose unless  
amended

**[AB 117](#) (Boerner Horvath D) Air Quality Improvement Program: electric bicycles.**

**Last Amend:** 5/24/2021

**Status:** 6/9/2021-Referred to Coms. on TRANS. and E.Q.

**Location:** 6/9/2021-S. TRANS.

**Summary:** Current law establishes the Air Quality Improvement Program that is administered by the State Air Resources Board for the purposes of funding projects related to, among other things, the reduction of criteria air pollutants and improvement of air quality. Pursuant to its existing statutory authority, the state board has established the Clean Vehicle Rebate Project, as a part of the Air Quality Improvement Program, to promote the production and use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles. Current law specifies the types of projects eligible to receive funding under the program. This bill would specify projects providing incentives for purchasing electric bicycles, as defined, as projects eligible for funding under the program.

**Position**

Support

**[AB 118](#) (Kamlager D) Emergency services: community response: grant program.**

**Status:** 6/9/2021-Referred to Com. on G.O.

**Location:** 6/9/2021-S. G.O.

**Summary:** Would, until January 1, 2026, enact the Community Response Initiative to Strengthen Emergency Systems Act or the C.R.I.S.E.S. Act for the purpose of creating, implementing, and evaluating the 3-year C.R.I.S.E.S. Grant Pilot Program, which the act would establish. The bill would require the office to establish rules and regulations for the program with the goal of making grants to community organizations, over 3 years, for the purpose of expanding the participation of community organizations in emergency response for specified vulnerable populations. The bill would require that grantees receive a minimum award of \$250,000 per year. The bill would require a community organization receiving funds pursuant to the program to use the grant to stimulate and support involvement in emergency response activities that do not require a law enforcement officer, as specified. The bill would require the Director of Emergency Services (director) to assemble staff and resources to carry out certain duties in support of the program.

**Position**

Support

**[AB 122](#) (Boerner Horvath D) Vehicles: required stops: bicycles.**

**Last Amend:** 5/27/2021

**Status:** 5/27/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.

**Location:** 5/12/2021-S. TRANS.

**Summary:** Would, until January 1, 2028, require a person riding a bicycle, when approaching a stop sign at the entrance of an intersection, to yield the right-of-way to any vehicles that have entered the intersection, or that are approaching on the intersecting highway close enough to constitute an immediate hazard, and continue to yield the right-of-way to those vehicles until reasonably safe to proceed. The bill would require other vehicles to yield the right-of-way to a bicycle that, having yielded as prescribed, has entered the intersection.

**Position**

Support

**[AB 125](#) (Rivas, Robert D) Equitable Economic Recovery, Healthy Food Access, Climate Resilient Farms, and Worker Protection Bond Act of 2022.**

**Last Amend:** 4/12/2021

**Status:** 4/15/2021-From committee: Do pass and re-refer to Com. on NAT. RES. (Ayes 10. Noes 0.) (April 15). Re-referred to Com. on NAT. RES.

**Location:** 4/15/2021-A. NAT. RES.

**Summary:** Would enact the Equitable Economic Recovery, Healthy Food Access, Climate Resilient Farms, and Worker Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,302,000,000 pursuant to the State General Obligation Bond Law, to finance programs related to, among other things, agricultural lands, food and fiber infrastructure, climate resilience, agricultural professionals, including farmers, ranchers, and farmworkers, workforce development and training, air quality, tribes, disadvantaged communities, nutrition, food aid, meat processing facilities, fishing facilities, and fairgrounds.

**Position**

Support

**[AB 220](#) (Voepel R) Smog check: exemption.**

**Last Amend:** 4/13/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 1/28/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law establishes a motor vehicle inspection and maintenance (smog check) program that is administered by the Department of Consumer Affairs. The smog check program requires inspection of motor vehicles upon initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Current law exempts specified vehicles from being inspected biennially upon renewal of registration, including, among others, all motor vehicles manufactured prior to the 1976 model year. This bill would also exempt from the biennial smog check inspections all motor vehicles manufactured after the 1976 model year but prior to the 1983 model year if the owner submits proof that the motor vehicle is insured as a collector motor vehicle.

**Position**

Oppose

**AB 223**

**(Ward D) Wildlife: dudleya: taking and possession.**

**Last Amend:** 5/24/2021

**Status:** 6/9/2021-Referred to Coms. on N.R. & W. and PUB. S.

**Location:** 6/9/2021-S. N.R. & W.

**Calendar:** 6/29/2021 9 a.m. - John L. Burton Hearing Room (4203) SENATE NATURAL RESOURCES AND WATER, STERN, Chair

**Summary:** Would make it unlawful to uproot, remove, harvest, or cut dudleya, as defined, from land owned by the state or a local government or from property not their own without written permission from the landowner in their immediate possession, except as provided, and would make it unlawful to sell, offer for sale, possess with intent to sell, transport for sale, export for sale, or purchase dudleya uprooted, removed, harvested, or cut in violation of that provision. The bill would require a violation of those provisions, or any rule, regulation, or order adopted pursuant to those provisions, to be a misdemeanor punishable by a specified fine, imprisonment in a county jail for not more than 6 months, or both the fine and imprisonment.

**Position**

Support

**AB 303**

**(Rivas, Robert D) Aquaculture: mariculture production and restoration: pilot program.**

**Last Amend:** 4/21/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/8/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require the Department of Fish and Wildlife, in collaboration with the California Coastal Commission, to, by January 1, 2024, create a pilot program in state waters to test alternative shellfish and seaweed mariculture production and restoration strategies. The bill would require the department to designate tracts for shellfish and seaweed mariculture production and restoration as part of the pilot program, as specified. The bill would authorize an applicant with a proposed shellfish, seaweed, or shellfish and seaweed mariculture production and restoration project to apply for a lease of any pilot program tract, or a portion thereof. The bill would require the State Lands Commission or the Fish and Game Commission, or both, if applicable to approve, deny, or return for revision a lease application within 4 months.

**Position**

Needs  
amendments

**AB 377**

**(Rivas, Robert D) Water quality: impaired waters.**

**Last Amend:** 4/13/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would require, by January 1, 2023, the State Water Resources Control Board and regional boards to prioritize enforcement of all water quality standard violations that are causing or contributing to an exceedance of a water quality standard in a surface water of the state. The bill would require the state board and regional boards, by January 1, 2025, to evaluate impaired state surface waters and report to the Legislature a plan to bring all water segments into attainment by January 1, 2050. The bill would require the state board and regional boards to update the report with a progress summary to the Legislature every 5 years. The bill would create the Waterway Recovery Account in the Waste Discharge Permit Fund and would make moneys in the Waterway Recovery Account available for the state board to expend, upon appropriation by the Legislature, to bring impaired water segments into attainment in accordance with the plan.

**Position**

**[AB 416](#) (Kalra D) California Deforestation-Free Procurement Act: public works projects: wood and wood products.**

**Last Amend:** 5/24/2021

**Status:** 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 6/3/2021-S. RLS.

**Summary:** Would establish the California Deforestation-Free Procurement Act. The bill would require a contractor, as defined, and specified subcontractors, for any contract entered into, extended, or renewed on or after January 1, 2024, 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 or boreal intact forest degradation or deforestation occurred on or after January 1, 2022. The bill would exempt a credit card purchase of goods of \$2,500 or less, not to exceed a total of \$7,500 of goods per contractor per year, from these certification requirements. The bill would require specified contractors to have a No Deforestation, No Peat, No Exploitation policy, as specified, and would require the contractors to make the policy and corresponding data publicly available.

**Position**

Co-Sponsor

**[AB 455](#) (Wicks D) San Francisco-Oakland Bay Bridge: transit-only traffic lanes.**

**Last Amend:** 5/20/2021

**Status:** 6/9/2021-Referred to Com. on TRANS.

**Location:** 6/9/2021-S. TRANS.

**Summary:** Under current law, the San Francisco-Oakland Bay Bridge is part of the state highway system. Existing law authorizes the department to construct exclusive or preferential lanes for buses only or for buses and other high-occupancy vehicles, and may authorize or permit the exclusive or preferential use of designated lanes on existing highways that are part of the state highway system. This bill would authorize the authority, in consultation with the department, to designate transit-only traffic lanes on the San Francisco-Oakland Bay Bridge.

**Position**

Support

**[AB 478](#) (Ting D) Solid waste: thermoform plastic containers: postconsumer recycled plastic.**

**Last Amend:** 4/21/2021

**Status:** 6/9/2021-Referred to Coms. on E.Q. and JUD.

**Location:** 6/9/2021-S. E.Q.

**Calendar:** 7/1/2021 Upon adjournment of Session - John L. Burton Hearing Room (4203)  
SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

**Summary:** Would, on and after January 1, 2024, require the total thermoform plastic containers, as defined, sold by a producer, as defined, in the state to contain, on average, specified amounts of postconsumer recycled plastic, as defined, per year pursuant to a tiered plan that would require the total thermoform plastic containers to contain, on average, no less than 30% postconsumer recycled plastic per year on and after January 1, 2030.

**Position**

Support

**[AB 525](#) (Chiu D) Energy: offshore wind generation.**

**Last Amend:** 4/26/2021

**Status:** 6/9/2021-Referred to Coms. on E., U. & C. and N.R. & W.

**Location:** 6/9/2021-S. E. U., & C.

**Summary:** Current law requires the PUC and the Energy Commission to undertake various actions in furtherance of meeting the state's clean energy and pollution reduction objectives. This bill would require the Energy Commission, on or before March 1, 2022, to evaluate and quantify the maximum feasible capacity of offshore wind to achieve reliability, ratepayer, employment, and decarbonization benefits and to establish offshore wind planning goals for 2030 and 2045, as specified.

**Position**

Support

**[AB 534](#) (Bonta D) Fishing: ropeless fishing gear.**

**Last Amend:** 4/19/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was W.,P. & W. on 2/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would require, on or before November 1, 2025, ropeless fishing gear, as determined by the

Department of Fish and Wildlife, to be used when fishing in a national marine sanctuary and taking any species of fish for commercial or recreational purposes in any trap fishery, upon implementation of this requirement by the department and the Fish and Game Commission. The bill would require the department and the commission to promulgate regulations to implement the above requirement, including establishing a public process to certify fishing gear as ropeless and defining ropeless fishing gear as including only gear in which there is no static vertical buoy line. The bill would authorize the director to extend the November 1, 2025, implementation deadline for the above requirement by up to 2 years, by making findings that suitable ropeless fishing gear is not yet commercially available, as specified.

**Position**

Support if  
Amended

**[AB 550](#) (Chiu D) Vehicles: Speed Safety System Pilot Program.**

**Last Amend:** 4/29/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/19/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would authorize, until January 1, 2027, the Cities of Los Angeles, Oakland, San Jose, one city in southern California, and the City and County of San Francisco to establish the Speed Safety System Pilot Program for speed limit enforcement in certain areas, if the system meets specified requirements, including that the presence of a fixed or mobile system is clearly identified. The bill would require the participating cities or city and county to adopt a Speed Safety System Use Policy and a Speed Safety System Impact Report before implementing the program, and would require the city or city and county to engage in a public information campaign at least 30 days before implementation of the program, including information relating to when the systems would begin detecting violations and where the systems would be utilized.

**Position**

Likely Support

**[AB 567](#) (Bauer-Kahan D) Pesticides: neonicotinoids: prohibited use.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.S. & T.M. on 2/18/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law generally regulates pesticide use by the Department of Pesticide Regulation, and requires the Director of Pesticide Regulation to endeavor to eliminate from use any pesticide that endangers the agricultural or nonagricultural environment. A violation of those provisions and regulations adopted pursuant to those provisions is generally a misdemeanor. Current law requires the department, on or before July 1, 2018, to issue a determination with respect to its reevaluation of neonicotinoids, and to adopt control measures necessary to protect pollinator health within 2 years, as specified. This bill would prohibit the use of a neonicotinoid on a seed, as specified.

**Position**

Likely Support

**[AB 622](#) (Friedman D) Washing machines: microfiber filtration.**

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was E.S. & T.M. on 2/25/2021)(May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Current law, to protect public health and water quality, regulates a broad range of consumer products and processes, including water softeners, water treatment devices, and backflow prevention devices, among others. This bill would require, on or before January 1, 2024, that all washing machines sold as new in California contain a microfiber filtration system with a mesh size of 100 microns or smaller.

**Position**

Likely Support

**[AB 693](#) (Chau D) Proposition 65: enforcement.**

**Last Amend:** 3/18/2021

**Status:** 4/21/2021-In committee: Set, first hearing. Hearing canceled at the request of author.

**Location:** 3/18/2021-A. E.S. & T.M.

**Summary:** If a notice made by a person bringing an action in the public interest alleges a violation of the Safe Drinking Water and Toxic Enforcement Act's warning requirement, the act requires that the notice include a certificate of merit stating that the person executing the certificate has consulted with one or more persons with relevant and appropriate experience or expertise who has reviewed facts, studies, or other data regarding the exposure to the listed chemical that is the subject of the action, and that, based on that information, the person believes there is a reasonable and meritorious case

for the private action. The act requires factual information sufficient to establish the basis of the certificate of merit to be attached to the certificate of merit that is served on the Attorney General. This bill would require the same factual information sufficient to establish the basis of the certificate of merit to be attached to the certificate of merit that is served on each alleged violator.

**Position**

Oppose unless amended

**[AB 773](#) (Nazarian D) Street closures and designations.**

**Status:** 6/1/2021-In committee: Hearing postponed by committee.

**Location:** 5/27/2021-S. TRANS.

**Summary:** Would authorize a local authority to adopt a rule or regulation to close a portion of a street under its jurisdiction to through vehicular traffic if it determines closure is necessary for the safety and protection of persons who are to use that portion of the street during the closure. The bill would also authorize a local authority to adopt a rule or regulation to designate a local street within its jurisdiction as a slow street.

**Position**

Support

**[AB 794](#) (Carrillo D) Air pollution: purchase of new vehicles: incentive programs: eligibility: labor and workforce standards.**

**Last Amend:** 5/27/2021

**Status:** 6/3/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 6/3/2021-S. RLS.

**Summary:** Current law establishes various incentive programs that are administered or funded by the State Air Resources Board to provide financial assistance for the purchase of vehicles by individuals and fleet purchasers. This bill would establish specified labor and workforce standards that a fleet purchaser would be required to meet in order to be eligible to receive incentives for new vehicles under the incentive programs. The bill would state the intent of the Legislature to establish labor and workforce standards for clean vehicle incentive programs for manufacturers of motor vehicles to provide incentives for domestic job creation while rewarding high-quality jobs and extending economic opportunities to disadvantaged communities.

**Position**

Support

**[AB 881](#) (Gonzalez, Lorena D) Plastic waste: diversion: recycling: export.**

**Last Amend:** 4/12/2021

**Status:** 6/3/2021-Referred to Com. on E.Q.

**Location:** 6/3/2021-S. E.Q.

**Calendar:** 6/28/2021 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

**Summary:** The California Integrated Waste Management Act of 1989, which is administered by the Department of Resources Recycling and Recovery, requires each city, county, and joint powers authority formed under the act, referred to as a regional agency, to develop a source reduction and recycling element of an integrated waste management plan. The act requires the source reduction and recycling element to divert from disposal 50% of all solid waste subject to the element through source reduction, recycling, and composting activities, with specified exceptions. This bill would make the export out of the country of a mixture of plastic wastes "disposal" for purposes of the act, unless the mixture includes only certain plastics destined for separate recycling and satisfies other specified requirements, in which case that export would constitute diversion through recycling.

**Position**

Support

**[AB 896](#) (Bennett D) Oil and gas wells: hazardous or idle-deserted wells and facilities: liens: collections unit.**

**Last Amend:** 5/27/2021

**Status:** 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 6/2/2021-S. RLS.

**Summary:** Current law establishes the Geologic Energy Management Division in the Department of Conservation, under the direction of the State Oil and Gas Supervisor, who is required to supervise the drilling, operation, maintenance, and abandonment of wells and the operation, maintenance, and removal or abandonment of tanks and facilities related to oil and gas production within an oil and gas field, so as to prevent damage to life, health, property, and natural resources. This bill would authorize the supervisor to impose a claim and lien upon the real property in the state owned by any operator or responsible party under specified conditions and in specified amounts. The bill would require the supervisor, on or before July 1, 2022, to establish a collections unit within the division to be

responsible for: (1) collection of unpaid idle well fees from an operator, (2) establishing the timelines and criteria for determining if a well has been deserted, and (3) locating or collecting any costs from the operator or responsible party for a well that has been deserted or ordered to undergo well integrity testing or to be plugged and abandoned by the supervisor.

**Position**

Support

**[AB 941](#) (Bennett D) Farmworker assistance: resource centers.**

**Last Amend:** 5/27/2021

**Status:** 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 6/2/2021-S. RLS.

**Summary:** Current law authorizes this funding to assist programs that, among other things, meet the needs of migrant and seasonal farmworkers and their families, such as daycare for children and elderly persons, education, health services, improved housing and sanitation, legal advice and representation, and consumer training and counseling, and assistance in processing applications for legalization and citizenship. This bill, upon appropriation by the Legislature, would require the Department of Community Services and Development to establish a grant program for counties to establish farmworker resource centers that provide farmworkers and their families information and access to services related to, among other things, labor and employment rights, education, housing immigration, and health and human services.

**Position**

Likely Support

**[AB 962](#) (Kamlager D) California Beverage Container Recycling and Litter Reduction Act: reusable beverage containers.**

**Status:** 6/3/2021-Referred to Com. on E.Q.

**Location:** 6/3/2021-S. E.Q.

**Calendar:** 6/28/2021 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

**Summary:** The California Beverage Container Recycling and Litter Reduction Act requires the Department of Resources Recycling and Recovery to certify processors and requires certified processors to comply with specified requirements for operation, including, among others, taking the actions necessary and approved by the department to cancel containers to render them unfit for redemption. A violation of the act is an infraction. This bill would authorize, for a reusable beverage container, a processor approved by the department to handle reusable beverage containers to satisfy those operation requirements by transferring the reusable beverage container to a washer approved by the department.

**Position**

Support

**[AB 963](#) (Kamlager D) Baldwin Hills Conservancy: urban watersheds conservancy expansion.**

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** The Baldwin Hills Conservancy Act establishes, until January 1, 2026, in the Natural Resources Agency, the Baldwin Hills Conservancy, created with the purpose, among other purposes, to acquire and manage public lands within the Baldwin Hills area, as defined. This bill would expand the area covered by the conservancy to include the southern Ballona Creek Watershed, as defined, and the Upper Dominguez Channel, as defined. The bill would rename the conservancy the Baldwin Hills and Urban Watersheds Conservancy and make conforming changes.

**Position**

Support

**[AB 965](#) (Levine D) Building standards: electric vehicle charging infrastructure.**

**Status:** 6/9/2021-Referred to Com. on HOUSING.

**Location:** 6/9/2021-S. HOUSING

**Summary:** Would require the Department of Housing and Community Development and the commission, by July 1, 2024, or the publication of the next interim California Building Code, whichever comes first, to research, develop, and propose building standards regarding the installation of future electric vehicle charging infrastructure for parking spaces for existing multifamily dwellings and nonresidential development, as specified. The bill would also require the Department of Housing and Community Development and the commission to review the standards for multifamily dwellings and nonresidential development every 18 months to update the standards as needed pursuant to that review.

**Position**

Support



**[AB 970](#) (McCarty D) Planning and zoning: electric vehicle charging stations: permit application: approval.**

**Last Amend:** 5/10/2021

**Status:** 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 6/2/2021-S. RLS.

**Summary:** Would require an application to install an electric vehicle charging station to be deemed complete if, 5 business days after the application was submitted, the city, county, or city and county has not deemed the application to be incomplete or issued a written correction notice detailing all deficiencies in the application, as specified. The bill would require an application to install an electric vehicle charging station to be deemed approved if 20 business days after the application was deemed complete, (1) the city, county, or city and county has not approved the application, (2) the building official has not made a finding that the proposed installation could have an adverse impact upon the public health or safety or required the applicant to apply for a use permit, (3) the building official has not denied the permit, and (4) an appeal has not been made to the planning commission of the city, county, or city and county, as specified.

**Position**

Support

**[AB 989](#) (Gabriel D) Housing Accountability Act: appeals: Housing Accountability Committee.**

**Last Amend:** 5/3/2021

**Status:** 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 6/2/2021-S. RLS.

**Summary:** The Housing Accountability Act prohibits a local agency from disapproving, or conditioning approval in a manner that renders infeasible, specified housing development projects, including projects for very low, low-, or moderate-income households and projects for emergency shelters that comply with applicable, objective general plan, zoning, and subdivision standards and criteria in effect at the time the application for the project is deemed complete, unless the local agency makes specified written findings based on a preponderance of the evidence in the record. This bill would establish a Housing Accountability Committee, and would prescribe its membership.

**Position**

Support

**[AB 1001](#) (Garcia, Cristina D) Environment: air pollution and mitigation measures for air and water quality impacts.**

**Last Amend:** 4/20/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/4/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law requires each air pollution control district and each air quality management district (air district) that has a nonattainment area for one or more air pollutants to adopt an expedited schedule for the implementation of best available retrofit control technology (BARCT) by the earliest feasible date, but not later than December 31, 2023. Current law provides that the adopted expedited schedule applies only to each industrial source that, as of January 1, 2017, was subject to a market-based compliance mechanism for the emissions of greenhouse gases adopted by the State Air Resources Board, as provided. This bill would additionally require those air districts to adopt an expedited schedule for the implementation of best available control technology (BACT).

**Position**

Support if

Amended

**[AB 1009](#) (Bloom D) Farm to School Food Hub Program.**

**Last Amend:** 3/30/2021

**Status:** 6/9/2021-Referred to Com. on AGRI.

**Location:** 6/9/2021-S. AGRI.

**Summary:** Would establish the Farm to School Food Hub Program, to be administered by the office. The bill would request the Sustainable Agriculture and Research Education Program, housed within the University of California Agriculture and Natural Resources, to consult with the office on the administration of the program. The bill would require the Secretary of Food and Agriculture to establish an advisory committee, composed as specified, for the purpose of advising the secretary with respect to their responsibilities regarding the program.

**Position**

Support

**[AB 1078](#) (Patterson R) Energy: building standards: photovoltaic requirements.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/4/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law, until January 1, 2023, specifies that residential construction intended to repair, restore, or replace a residential building damaged or destroyed as a result of a disaster in an area in which a state of emergency has been proclaimed by the Governor, before January 1, 2020, is required to comply with the photovoltaic requirements, if any, that were in effect at the time the damaged or destroyed residential building was originally constructed and is not required to comply with any additional or conflicting photovoltaic requirements in effect at the time of repair, restoration, or replacement. Current law provides that this provision applies if certain requirements are met with respect to the owner's income and insurance coverage and the location and square footage of the construction. This bill would extend the operation of the above-described exemption from the State Energy Resources Conservation and Development Commission's requirements for the installation of photovoltaic systems until January 1, 2024, and would make the exemption inapplicable to emergencies declared by the Governor on and after January 1, 2021, thereby extending the exemption to residential buildings damaged or destroyed as a result of a disaster declared during the 2020 calendar year.

**Position**

Oppose

**[AB 1087](#) (Chiu D) Environmental Justice Community Resilience Hubs Program.**

**Last Amend:** 4/21/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/12/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Current law authorizes the PUC to allocate 15% of the revenues received by the electrical corporations from that allocation of allowances for clean energy and energy efficiency projects established pursuant to statute that are administered by electrical corporations. Current law requires the PUC to direct the balance of the revenues to be credited directly to the residential, small business, and emissions-intensive trade-exposed retail customers of the electrical corporations, as specified. Beginning with the fiscal year commencing July 1, 2022, and ending with the fiscal year ending June 30, 2027, except as provided, this bill would require the PUC to annually allocate 5% of the revenues received by the electrical corporations from that allocation of greenhouse gas allowances to the Environmental Justice Community Resilience Hubs Program, which would require each electrical corporation to award those allocated revenues to a single third-party administrator, selected by the commission, that will award competitive grants to owners of critical community institutions, meeting eligibility criteria established by the PUC, for building upgrade projects that demonstrate community engagement in all phases, demonstrate multistakeholder partnerships, reflect the geographic diversity of the state, and are installed at critical community institutions.

**Position**

Co-Sponsor

**[AB 1139](#) (Gonzalez, Lorena D) Net energy metering.**

**Last Amend:** 5/28/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-A. 2 YEAR

**Summary:** Would require the Public Utilities Commission, no later than August 1, 2022, to develop a replacement for the 2nd standard contract or tariff, which may include net energy metering, for an eligible customer-generator with a renewable electrical generation facility that is a customer of a large electrical corporation, and would require that large electrical corporations offer the standard contract or tariff to eligible customer-generators beginning no later than December 31, 2023. The bill would eliminate the requirement that the large electrical corporation tariff or contract ensure that customer-sited renewable distributed generation continues to grow sustainably.

**Position**

Support if  
Amended

**[AB 1147](#) (Friedman D) Regional transportation plan: Active Transportation Program.**

**Last Amend:** 6/10/2021

**Status:** 6/10/2021-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E.Q.

**Location:** 6/9/2021-S. E.Q.

**Calendar:** 7/1/2021 Upon adjournment of Session - John L. Burton Hearing Room (4203)  
SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

**Summary:** Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the

configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.

**Position**

Support in  
Concept

**AB 1182 (Stone D) Product liability: products purchased online.**

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/4/2021)(May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Current law exempts a manufacturer or seller from liability, except as provided, in any action for injury or death caused by a product, other than an action based on a manufacturing defect or breach of an express warranty, if the product is inherently unsafe and the product is known to be unsafe by the ordinary consumer who consumes the product with the ordinary knowledge common to the community and the product is a common consumer product intended for personal consumption, as specified. This bill would, in any strict products liability action, make an electronic place that, by contract or other arrangement with one or more third parties, engages in specified acts strictly liable for all damages proximately caused by a defective product that is purchased or sold through the electronic place to the same extent as a retailer would be liable for selling the defective product in the retailer's physical store, regardless of whether the electronic place ever takes physical possession of, or title to, the defective product.

**Position**

Support

**AB 1183 (Ramos D) California Desert Conservation Program.**

**Status:** 6/9/2021-Referred to Com. on N.R. & W.

**Location:** 6/9/2021-S. N.R. & W.

**Summary:** Would establish the California Desert Conservation Program under the administration of the Wildlife Conservation Board to protect, preserve, and restore desert lands, water, and wildlife by the acquisition of interests and rights in real property and waters, as specified.

**Position**

Support

**AB 1200 (Ting D) Plant-based food packaging: cookware: hazardous chemicals.**

**Last Amend:** 3/29/2021

**Status:** 5/12/2021-Referred to Coms. on HEALTH and E.Q.

**Location:** 5/12/2021-S. HEALTH

**Summary:** Would prohibit, beginning January 1, 2023, any person from distributing, selling, or offering for sale in the state any food packaging that contains intentionally added perfluoroalkyl and polyfluoroalkyl substances or PFAS, as defined. The bill would require a manufacturer to use the least toxic alternative when replacing PFAS chemicals. The bill would define "food packaging," in part, to mean a nondurable package, packaging component, or food service ware that is comprised, in substantial part, of paper, paperboard, or other materials originally derived from plant fibers.

**Position**

Co-Sponsor

**AB 1201 (Ting D) Solid waste: plastic products: labeling: compostability and biodegradability.**

**Last Amend:** 4/5/2021

**Status:** 6/9/2021-Referred to Com. on E.Q.

**Location:** 6/9/2021-S. E.Q.

**Calendar:** 6/28/2021 9 a.m. - John L. Burton Hearing Room (4203) SENATE ENVIRONMENTAL QUALITY, ALLEN, Chair

**Summary:** Would prohibit a person from selling a plastic product that is labeled with the term 'compostable,' 'home compostable,' or 'soil biodegradable' unless the product meets specified standards and satisfies specified criteria. The bill would authorize the Department of Resources Recycling and Recovery to adopt regulations for plastic product labeling to ensure that plastic products labeled 'compostable' or 'home compostable' are clearly distinguishable from noncompostable products upon quick inspection by consumers and solid waste processing facilities.

**Position**

Support

**AB 1211 (Muratsuchi D) Electric mobility manufacturers.**

**Last Amend:** 3/22/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was JUD. on 4/19/2021)  
(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would authorize an electric mobility manufacturer to enter into a business transaction, consumer transaction, or government transaction, as those terms are defined, with a consumer for use of an electric mobility manufacturer vehicle and any other membership benefits in exchange for a membership fee or membership initiation fee. The bill would require a membership agreement between an electric mobility manufacturer and a consumer to include specified information, including, but not limited to, a statement of the terms and conditions for the right to use the electric mobility manufacturer vehicle.

**Position**

Support

**[AB 1218](#) ([McCarty D](#)) Motor vehicle greenhouse gas emissions standards: civil penalty: Equitable Access to Zero-Emissions Vehicles Fund.**

**Last Amend:** 4/12/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/19/2021)  
(May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would declare that, to help achieve the state's climate and air quality goals and mandates, it is the goal of the state that 100% of new passenger and light-duty vehicle sales are zero-emission vehicles by 2035. The bill, on and after January 1, 2023, would require the total passenger vehicles and light-duty trucks sold by a manufacturer in the state in a calendar year to meet specified greenhouse gas emissions standards pursuant to a tiered plan that would require the total passenger vehicles and light-duty trucks to meet, on average, in the 2030 calendar year a greenhouse gas emissions standard that is 60% below the average greenhouse gas emissions level for those classes of vehicles in the 2020 calendar year.

**Position**

Support in  
Concept

**[AB 1238](#) ([Ting D](#)) Pedestrian access.**

**Last Amend:** 4/12/2021

**Status:** 6/9/2021-Referred to Coms. on TRANS. and APPR.

**Location:** 6/9/2021-S. TRANS.

**Summary:** Current law prohibits a pedestrian from entering the roadway if the pedestrian is facing a steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian control signal, as specified. This bill would delete that prohibition.

**Position**

Support

**[AB 1276](#) ([Carrillo D](#)) Single-use food accessories.**

**Last Amend:** 5/27/2021

**Status:** 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 6/2/2021-S. RLS.

**Summary:** Would prohibit a food facility or a third-party food delivery platform, as defined, from providing any single-use food accessories, as defined, to a consumer unless requested by the consumer, as provided. The bill would authorize a food facility to ask a drive-through consumer if the consumer wants a single-use food accessory in specified circumstances. The bill would require a third-party food delivery platform to provide each of its ready-to-eat food vendors with the option to customize the vendor's menu, on the online food-ordering platform, regarding the availability of single-use food accessories, as provided. The bill would exclude from these requirements correctional institutions, health care facilities, residential care facilities, and public and private school cafeterias.

**Position**

Support

**[AB 1296](#) ([Kamlager D](#)) South Coast Air Quality Management District: district board: membership.**

**Status:** 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 3/4/2021)  
(May be acted upon Jan 2021)

**Location:** 5/7/2021-A. 2 YEAR

**Summary:** Current law establishes the South Coast Air Quality Management District as the district with the responsibility for controlling air pollution from sources other than vehicular sources in the South Coast Air Basin. Current law establishes a district board consisting of 13 members to govern the south coast district. Current law requires one member of the district board to be appointed by the Senate Committee on Rules and one member to be appointed by the Speaker of the Assembly. This bill would increase the number of members of the district board of the south coast district to 15 members by

adding 2 environmental justice appointees, one appointed by the Senate Committee on Rules and one appointed by the Speaker of the Assembly.

**Position**

Likely Support

**[AB 1312](#) (Rodriguez D) Vehicular fuels: renewable and clean hydrogen: income tax: credit.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/4/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Would allow a green hydrogen, as defined, production facility and distribution credit against the personal income and corporate income taxes for each taxable year beginning on or after January 1, 2023, and before January 1, 2033, to a qualified taxpayer for qualified building or qualified distribution costs, or both, as defined. The bill would also allow a hydrogen infrastructure credit against those taxes for each taxable year beginning on or after January 1, 2023, and before January 1, 2033, to a qualified taxpayer for qualified building costs, as defined. The bill would decrease the green hydrogen production facility and distribution credit as the amount of green hydrogen produced on average per day in the state increases and would decrease the hydrogen infrastructure credit as the number of public hydrogen fueling stations in operation in the state increases.

**Position**

Oppose unless amended

**[AB 1346](#) (Berman D) Air pollution: small off-road engines.**

**Last Amend:** 3/25/2021

**Status:** 6/9/2021-Referred to Com. on E.Q.

**Location:** 6/9/2021-S. E.Q.

**Summary:** Would require the State Air Resources Board, by July 1, 2022, consistent with federal law, to adopt cost-effective and technologically feasible regulations to prohibit engine exhaust and evaporative emissions from new small off-road engines, as defined by the state board. The bill would require the state board to identify and, to the extent feasible, make available funding for commercial rebate or similar incentive funding as part of any updates to existing applicable funding program guidelines to local air pollution control districts and air quality management districts to implement to support the transition to zero-emission small off-road equipment operations.

**Position**

Support

**[AB 1365](#) (Bonta D) Public contracts: clean concrete.**

**Last Amend:** 3/25/2021

**Status:** 5/19/2021-Assembly Rule 47.1 invoked. (Berman).

**Location:** 4/15/2021-A. NAT. RES.

**Summary:** The State Contract Act governs the bidding and award of public works contracts by specific state departments and requires an awarding department, before entering into any contract for a project, to prepare full, complete, and accurate plans and specifications and estimates of cost. This bill would require the Department of General Services, on or before January 1, 2024, to establish and publish a maximum acceptable global warming potential for concrete, as specified. The bill would, beginning January 1, 2022, require an awarding authority to require a winning bidder for an eligible project to submit an Environmental Product Declaration developed in accordance with specified standards prior to installation of any concrete products..

**Position**

Sponsor

**[AB 1369](#) (Bonta D) Buy Clean California Act: eligible materials: product-specific global warming potential emissions.**

**Last Amend:** 3/25/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 4/14/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The Buy Clean California Act requires the Department of General Services, by January 1, 2021, to establish and publish in the State Contracting Manual, in a department management memorandum, or on the department's internet website, a maximum acceptable global warming potential for each category of eligible materials, set at the industry average of facility-specific global warming potential emissions for that material, expressed as specified. Current law defines eligible materials for those purposes to mean carbon steel rebar, flat glass, mineral wool board insulation, or structural steel. This bill would define eligible materials to additionally include gypsum board, insulation, carpet and carpet tiles, ceiling tiles, and any other major structural, high-impact architectural, civil, or high-impact materials for which there is either a product category rule or an

environmental product declaration.

**Position**  
Support

**[AB 1376](#) (Gray D) Water quality: state certification.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E.S. & T.M. on 3/4/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** The Porter-Cologne Water Quality Control Act authorizes the State Water Resources Control Board to certify or provide a statement to a federal agency, as required pursuant to federal law, that there is reasonable assurance that an activity of any person subject to the jurisdiction of the state board will not reduce water quality below applicable standards. The federal act provides that if a state fails or refuses to act on a request for this certification within a reasonable period of time, which shall not exceed one year after receipt of the request, then the state certification requirements are waived with respect to the federal application. This bill would require the state board to make the certificate or statement available on its internet website for a 60-day public comment and review period, and would provide that the certificate or statement shall not be final until voted upon by a majority of the members of the state board at the conclusion of that period.

**Position**  
Oppose

**[AB 1389](#) (Reyes D) Alternative and Renewable Fuel and Vehicle Technology Program.**

**Last Amend:** 4/12/2021

**Status:** 6/9/2021-Referred to Coms. on E., U. & C., TRANS. and E.Q.

**Location:** 6/9/2021-S. E. U., & C.

**Summary:** Current law establishes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and Development Commission, to provide funding to certain entities to develop and deploy innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. Current law requires the commission to give preference to those projects that maximize the goals of the program based on specified criteria and to fund specified eligible projects, including, among others, alternative and renewable fuel projects to develop and improve alternative and renewable low-carbon fuels. This bill would revise and recast the program to no longer require the commission to provide certain project preferences and to additionally require the commission to provide preference to projects that meet certain other criteria, including to a project that has the ability to support vehicle deployment and advanced vehicle infrastructure needed to meet specified climate goals.

**Position**  
Support if  
Amended

**[AB 1401](#) (Friedman D) Residential and commercial development: parking requirements.**

**Last Amend:** 4/19/2021

**Status:** 6/2/2021-In Senate. Read first time. To Com. on RLS. for assignment.

**Location:** 6/2/2021-S. RLS.

**Summary:** Would prohibit a local government from imposing a minimum automobile parking requirement, or enforcing a minimum automobile parking requirement, on residential, commercial, or other development if the development is located on a parcel that is within one-half mile walking distance of public transit, as defined. The bill would not preclude a local government from imposing requirements when a project provides parking voluntarily to require spaces for car share vehicles. The bill would prohibit these provisions from reducing, eliminating, or precluding the enforcement of any requirement imposed on a new multifamily or nonresidential development to provide electric vehicle parking spaces or parking spaces that are accessible to persons with disabilities, as specified.

**Position**  
Support

**[AB 1434](#) (Friedman D) Urban water use objectives: indoor residential water use.**

**Last Amend:** 4/19/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/27/2021) (May be acted upon Jan 2022)

**Location:** 5/25/2021-A. 2 YEAR

**Summary:** Would establish, beginning January 1, 2023, until January 1, 2025, the standard for indoor residential water use as 48 gallons per capita daily. The bill would establish, beginning January 1, 2025, the standard as 44 gallons per capita daily and, beginning January 1, 2030, 40 gallons per capita daily.

**Position**  
Sponsor

**[AB 1547](#) (Reyes D) Air pollution: warehouse facilities.**

**Last Amend:** 3/25/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/25/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-A. 2 YEAR

**Summary:** Current law regulates the emissions of air pollution. Current law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, subject to the powers and duties of the State Air Resources Board. Existing law designates the state board as having the primary responsibility for the control of air pollution from vehicular sources. This bill would authorize the State Air Resources Board to regulate indirect sources, as defined.

**Position**

Likely Support

**[AB 1559](#) (O'Donnell D) Energy: Innovative Renewable Energy for Buildings Act of 2021.**

**Last Amend:** 3/18/2021

**Status:** 3/22/2021-Re-referred to Com. on NAT. RES.

**Location:** 3/18/2021-A. NAT. RES.

**Summary:** Current law requires the State Energy Resources Conservation and Development Commission to administer the Alternative and Renewable Fuel and Vehicle Technology Program to provide financial assistance for the development and deployment of innovative technologies that transform California's fuel and vehicle types to help attain the state's climate change policies. This bill, the Innovative Renewable Energy for Buildings Act of 2021, would, until January 1, 2031, require the commission to establish and implement a program to provide financial incentives to producers for the production of renewable propane, renewable hydrogen, and renewable dimethyl ether meeting certain requirements and that is used as an energy source for buildings in the state.

**Position**

Oppose

**[ACA 1](#) (Aguiar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.**

**Status:** 4/22/2021-Referred to Coms. on L. GOV. and APPR.

**Location:** 4/22/2021-A. L. GOV.

**Summary:** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

**Position**

Support

**[SB 1](#) (Atkins D) Coastal resources: sea level rise.**

**Last Amend:** 3/23/2021

**Status:** 5/28/2021-Referred to Com. on NAT. RES.

**Location:** 5/28/2021-A. NAT. RES.

**Summary:** The California Coastal Act of 1976 establishes the California Coastal Commission and provides for planning and regulation of development in the coastal zone, as defined. The act requires the commission, within 90 days after January 1, 1977, to adopt, after public hearing, procedures for the preparation, submission, approval, appeal, certification, and amendment of a local coastal program, including a common methodology for the preparation of, and the determination of the scope of, the local coastal programs, as provided. This bill would also include, as part of the procedures the commission is required to adopt, recommendations and guidelines for the identification, assessment, minimization, and mitigation of sea level rise within each local coastal program, as provided. The bill would delete the timeframe specified above by which the commission is required to adopt these procedures.

**Position**

Support

**[SB 18](#) (Skinner D) Hydrogen: green hydrogen: emissions of greenhouse gases.**

**Last Amend:** 6/7/2021

**Status:** 6/7/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on U. & E.

**Location:** 6/3/2021-A. U. & E.

**Calendar:** 6/16/2021 1:30 p.m. - State Capitol, Assembly Chamber ASSEMBLY UTILITIES AND ENERGY, HOLDEN, Chair

**Summary:** Would require the State Air Resources Board, by December 31, 2022, as a part of the scoping plan and the state's goal for carbon neutrality, to prepare a strategic plan for accelerating the production and use of hydrogen, including a specific plan to accelerate production and use of green hydrogen, in California and an analysis of how curtailed electrical generation could be better utilized to help meet the state's greenhouse gas emissions reduction goals. The bill would require the state board, in developing the strategic plan, to consult with the California Workforce Development Board and labor and workforce organizations.

**Position**

Support if  
Amended

**SB 30** **(Cortese D) Building decarbonization.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was G.O. on 1/28/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would, on or after January 1, 2022, prohibit a state agency from designing or constructing a state facility that is connected to the natural gas grid. The bill would require the department to develop the California State Building Decarbonization Plan that will lead to the operational carbon-neutrality of all state-owned buildings by January 1, 2035. The bill would, except as provided, prohibit state agencies from providing funding or other support for projects for the construction of residential and nonresidential buildings that are connected to the natural gas grid.

**Position**

Support

**SB 37** **(Cortese D) Contaminated Site Cleanup and Safety Act.**

**Last Amend:** 4/13/2021

**Status:** 6/10/2021-Referred to Coms. on E.S. & T.M. and NAT. RES.

**Location:** 6/10/2021-A. E.S. & T.M.

**Calendar:** 6/16/2021 9 a.m. - State Capitol, Room 4202 ASSEMBLY ENVIRONMENTAL SAFETY AND TOXIC MATERIALS, QUIRK, Chair

**Summary:** Current law requires designated local enforcement agencies to compile and submit to the Department of Resources Recycling and Recovery a list of all solid waste disposal facilities from which there is a known migration of hazardous waste, and requires the department to compile these lists into a statewide list. Current law requires these agencies to update the information as appropriate, but at least annually, and to submit the information to the Secretary for Environmental Protection. Under existing law, the Secretary for Environmental Protection is required to consolidate the information provided by these state agencies and distribute the information in a timely fashion to each city and county in which sites on the lists are located and to any other person upon request. This bill would enact the Contaminated Site Cleanup and Safety Act and would recodify the above-described provisions with certain revisions. The bill would repeal the requirement for the state agencies to provide their respective lists to the Secretary for Environmental Protection and instead require these agencies to post the lists on their respective internet websites.

**Position**

Support

**SB 47** **(Limón D) Oil and gas: hazardous and idle-deserted wells and production facilities: expenditure limitations.**

**Last Amend:** 3/15/2021

**Status:** 6/10/2021-Referred to Com. on NAT. RES.

**Location:** 6/10/2021-A. NAT. RES.

**Summary:** Current law prohibits the Geologic Energy Management Division from expending more than \$3,000,000 in any one fiscal year, for the 2018-19 fiscal year to the 2021-22 fiscal year, inclusive, and, commencing with the 2022-23 fiscal year, no more than \$1,000,000 in any one fiscal year for those purposes related to hazardous wells, idle-deserted wells, hazardous facilities, and deserted facilities. Current law establishes the Oil and Gas Environmental Remediation Account in the Oil, Gas, and Geothermal Administrative Fund to be administered and managed by the division, and requires that the moneys in the account be used, upon appropriation by the Legislature, to plug and abandon oil and gas wells, decommission attendant facilities, or otherwise remediate sites that the supervisor determines could pose a danger to life, health, water quality, wildlife, or natural resources if there is no operator determined by the supervisor to be responsible for remediation or who is able to respond. This bill, commencing with the 2022-23 fiscal year, instead would indefinitely raise the cap on spending for these purposes from \$1,000,000 to \$10,000,000 in any one fiscal year.

**Position**



Support

**SB 68** (Becker D) Building electrification and electric vehicle charging.

**Last Amend:** 5/20/2021

**Status:** 6/3/2021-Referred to Com. on U. & E.

**Location:** 6/3/2021-A. U. & E.

**Summary:** Would require the Energy Commission to gather or develop, and publish on its internet website, guidance and best practices to help building owners, the construction industry, and local governments overcome barriers to electrification of buildings and installation of electric vehicle charging equipment.

**Position**

Support

**SB 80** (McGuire D) Commercial fishing: inspection: crab traps.

**Last Amend:** 4/20/2021

**Status:** 6/10/2021-Referred to Coms. on W.,P., & W. and HEALTH.

**Location:** 6/10/2021-A. W.,P. & W.

**Summary:** Would require a person who holds a commercial fishing license or a commercial fish business license, upon request of an authorized agent or employee of the Department of Fish and Wildlife, to immediately relinquish, at no charge, fish or parts of fish caught or landed in California to the department for the purpose of collecting a biological sample. Because a violation of this provision would be a crime, this bill would impose a state-mandated local program.

**Position**

Support

**SB 95** (Skinner D) Employment: COVID-19: supplemental paid sick leave.

**Last Amend:** 3/15/2021

**Status:** 3/19/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 13, Statutes of 2021.

**Location:** 3/18/2021-S. CHAPTERED

**Summary:** Would provide for COVID-19 supplemental paid sick leave for covered employees, as defined, who are unable to work or telework due to certain reasons related to COVID-19, including that the employee has been advised by a health care provider to self-quarantine due to concerns related to COVID-19. The bill would entitle a covered employee to 80 hours of COVID-19 supplemental paid sick leave if that employee either works full time or was scheduled to work, on average, at least 40 hours per week for the employer in the 2 weeks preceding the date the covered employee took COVID-19 supplemental paid sick leave. The bill would provide a different calculation for supplemental paid sick leave for a covered employee who is a firefighter subject to certain work schedule requirements and for a covered employee working fewer or variable hours, as specified.

**Position**

Support

**SB 222** (Dodd D) Water Rate Assistance Program.

**Last Amend:** 5/20/2021

**Status:** 6/10/2021-Referred to Coms. on E.S. & T.M. and U. & E.

**Location:** 6/10/2021-A. E.S. & T.M.

**Calendar:** 6/16/2021 9 a.m. - State Capitol, Room 4202 ASSEMBLY ENVIRONMENTAL SAFETY AND TOXIC MATERIALS, QUIRK, Chair

**Summary:** This bill would establish the Water Rate Assistance Fund in the State Treasury to help provide water affordability assistance, for both drinking water and wastewater services, to low-income ratepayers and ratepayers experiencing economic hardship in California. The bill would require the Department of Community Services and Development to develop and administer the Water Rate Assistance Program established by the bill.

**Position**

Support

**SB 223** (Dodd D) Discontinuation of residential water service.

**Last Amend:** 5/3/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Current law requires an urban and community water system to have a written policy on discontinuation of residential service for nonpayment, including, among other things, specified options for addressing the nonpayment. Current law requires an urban and community water system to provide notice of that policy to customers, as provided. This bill would apply those provisions, on and

after July 1, 2022, to a very small community water system, defined as a public water system that supplies water to 200 or fewer service connections used by year long residents.

**Position**

Support

**SB 227** **(Jones R) Off-highway vehicles.**

**Last Amend:** 5/25/2021

**Status:** 6/10/2021-Referred to Coms. on TRANS. and W.,P., & W.

**Location:** 6/10/2021-A. TRANS.

**Calendar:** 6/21/2021 Upon adjournment of Session - State Capitol, Assembly Chamber  
ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

**Summary:** Current law generally requires motor vehicles that are operated or used exclusively off the highways to be issued and display an identification plate or device issued by the Department of Motor Vehicles. Under current law, certain vehicles are exempt from this requirement, including 4-wheeled motor vehicles operated solely in organized racing or competitive events upon a closed course, as specified. Current law permits a motorcycle issued a special transportation identification device to be transported on a highway to and from a closed course. Existing law authorizes a special transportation identification device to be issued upon payment of a fee. This bill, effective January 1, 2023, would repeal provisions relating to special transportation identification devices for motorcycles and corresponding fees, and would make other related conforming changes.

**Position**

Oppose

**SB 230** **(Portantino D) State Water Resources Control Board: Constituents of Emerging Concern Program.**

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 3/15/2021)  
(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Would require the State Water Resources Control Board to establish, maintain, and direct an ongoing, dedicated program called the Constituents of Emerging Concern Program to assess the state of information and recommend areas for further study on, among other things, the occurrence of constituents of emerging concern (CEC) in drinking water sources and treated drinking water. The bill would require the state board to convene, by an unspecified date, the Science Advisory Panel to review and provide recommendations to the state board on CEC for further action, among other duties. The bill would require the state board to provide an annual report to the Legislature on the ongoing work conducted by the panel.

**Position**

Oppose unless  
amended

**SB 260** **(Wiener D) Climate Corporate Accountability Act.**

**Last Amend:** 4/19/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Would require the State Air Resources Board, on or before January 1, 2023, to develop and adopt regulations requiring United States-based partnerships, corporations, limited liability companies, and other business entities with total annual revenues in excess of \$1,000,000,000 and that do business in California, defined as "reporting entities," to publicly disclose, starting in 2024 on a date to be determined by the state board, and annually thereafter, their greenhouse gas emissions, categorized as scope 1, 2, and 3 emissions, as defined, from the prior calendar year.

**Position**

Support in  
Concept

**SB 261** **(Allen D) Regional transportation plans: sustainable communities strategies.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/15/2021)  
(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law requires that each regional transportation plan include a sustainable communities strategy developed to achieve greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 established by the State Air Resources Board. This bill would require that the sustainable communities strategy be developed to additionally achieve

greenhouse gas emission reduction targets for the automobile and light truck sector for 2045 and 2050 and vehicle miles traveled reduction targets for 2035, 2045, and 2050 established by the board. The bill would make various conforming changes to integrate those additional targets into regional transportation plans.

**Position**

Support in  
Concept

**SB 266 (Newman D) State park system: Chino Hills State Park: expansion.**

**Last Amend:** 4/22/2021

**Status:** 5/28/2021-Referred to Com. on W.,P., & W.

**Location:** 5/28/2021-A. W.,P. & W.

**Summary:** Would require the Department of Parks and Recreation to provide assistance acquiring and accepting land immediately adjacent to, and that expands, Chino Hills State Park, by transferring 3 specified properties into the state park system. The bill would require the department to manage the acquired properties and parcels with specified funds as part of the Chino Hills State Park, as provided.

**Position**

Support

**SB 338 (Gonzalez D) Joint and several liability of port drayage motor carrier customers: health and safety violations: prior offenders: liability owed to the state.**

**Last Amend:** 4/22/2021

**Status:** 6/10/2021-Referred to Coms. on L. & E. and JUD.

**Location:** 6/10/2021-A. L. & E.

**Summary:** Current law requires the Division of Labor Standards Enforcement to post on its internet website a list of port drayage motor carriers with unsatisfied court judgments, tax assessments, tax liens, or any order, decision, or award finding that the port drayage motor carrier has engaged in illegal conduct including failure to pay wages, imposing unlawful expenses on employees, and other labor violations. Current law prohibits the division from placing the information on the internet website until the period for all judicial appeals has expired. Current law requires the division to remove a posting within 15 business days after the division determines there has been payment or settlement of the unsatisfied judgment, as specified. Current law, except as specified, imposes joint and several liability on the port drayage motor carrier and any customer that obtained port drayage services after the date the port drayage motor carrier appeared on the division's list for all civil legal responsibility and liability owed to a port drayage driver, including unpaid wages, unreimbursed expenses, and damages and penalties that are due, as specified. This bill would additionally require the division to include on that list a port drayage motor carrier with a specified final order from the Occupational Safety and Health Appeals Board.

**Position**

Support

**SB 339 (Wiener D) Vehicles: road usage charge pilot program.**

**Last Amend:** 5/20/2021

**Status:** 6/10/2021-Referred to Com. on TRANS.

**Location:** 6/10/2021-A. TRANS.

**Calendar:** 6/21/2021 Upon adjournment of Session - State Capitol, Assembly Chamber  
ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

**Summary:** Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

**Position**

Support

**SB 342 (Gonzalez D) South Coast Air Quality Management District: board membership.**

**Last Amend:** 5/26/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-S. 2 YEAR

**Summary:** Current law establishes the South Coast Air Quality Management District vested with the authority to regulate air emissions from stationary sources located in the South Coast Air Basin and

establishes a district board, consisting of 13 members. This bill would add 2 members to the district board, appointed by the Senate Committee on Rules and the Speaker of the Assembly. The bill would require the 2 additional members to reside in and work directly with communities in the South Coast Air Basin that are disproportionately burdened by and vulnerable to high levels of pollution and issues of environmental justice. The bill would also require a candidate for these positions to meet other specified requirements.

**Position**  
Support

**SB 343 (Allen D) Environmental advertising: recycling symbol.**

**Last Amend:** 5/20/2021

**Status:** 6/10/2021-Referred to Coms. on NAT. RES. and JUD.

**Location:** 6/10/2021-A. NAT. RES.

**Summary:** Current law declares that it is the public policy of the state that environmental marketing claims, whether explicit or implied, should be substantiated by competent and reliable evidence to prevent deceiving or misleading consumers about the environmental impact of plastic products and that, for consumers to have accurate and useful information about the environmental impact of plastic products, environmental marketing claims should adhere to uniform and recognized standards. This bill would further declare that it is the public policy of the state that claims related to the recyclability of a plastic product be truthful and that consumers deserve accurate and useful information related to how to properly handle the end of life of a plastic product.

**Position**  
Support

**SB 345 (Becker D) Energy programs and projects: nonenergy benefits.**

**Last Amend:** 3/23/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/5/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Would require the Public Utilities Commission to (1) begin the process, by January 1, 2023, to establish common definitions of nonenergy benefits and attempt to determine consistent values and methodologies for use in assigning priority access to authorized funds by distributed energy resource programs, (2) prioritize the use of authorized funding to support distributed energy resource programs and projects that provide the greatest nonenergy benefits, particularly for disadvantaged communities, and (3) track the demonstrated nonenergy benefits resulting from distributed energy resource programs during program evaluations and make this data available publicly on the commission's internet website. The bill would prohibit the calculation of nonenergy benefits from being used in a manner that results in incremental cost shifting to nonparticipating customers or from being used to determine the cost effectiveness of distribution deferral projects or to estimate the value of avoided costs for use in evaluating distributed energy resource programs.

**Position**  
Support

**SB 372 (Leyva D) Medium- and heavy-duty fleet purchasing assistance program: zero-emission vehicles.**

**Last Amend:** 5/20/2021

**Status:** 6/10/2021-Referred to Coms. on TRANS. and NAT. RES.

**Location:** 6/10/2021-A. TRANS.

**Calendar:** 6/21/2021 Upon adjournment of Session - State Capitol, Assembly Chamber ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

**Summary:** Would establish the Medium- and Heavy-Duty Zero-Emission Vehicle Fleet Purchasing Assistance Program within the Air Quality Improvement Program to make financing tools and nonfinancial supports available to the operators of medium- and heavy-duty vehicle fleets to enable those operators to transition their fleets to zero-emission vehicles. The bill would require the state board to designate the California Pollution Control Financing Authority as the agency responsible for administering the program and would require the state board and the authority to enter into an interagency working agreement for the development and administration of the program. The bill would require the authority to consult with various state agencies and stakeholders in the development and implementation of the program.

**Position**  
Support

**SB 403 (Gonzalez D) Drinking water: consolidation.**

**Last Amend:** 6/8/2021

**Status:** 6/8/2021-From committee with author's amendments. Read second time and amended. Re-referred to Com. on E.S. & T.M.

**Location:** 5/28/2021-A. E.S. & T.M.

**Calendar:** 6/16/2021 9 a.m. - State Capitol, Room 4202 ASSEMBLY ENVIRONMENTAL SAFETY AND TOXIC MATERIALS, QUIRK, Chair

**Summary:** The California Safe Drinking Water Act authorizes the State Water Resources Control Board to order consolidation with a receiving water system where a public water system or a state small water system, serving a disadvantaged community, consistently fails to provide an adequate supply of safe drinking water or where a disadvantaged community is substantially reliant on domestic wells that consistently fail to provide an adequate supply of safe drinking water. This bill would authorize the state board to also order consolidation where a water system serving a disadvantaged community is an at-risk water system, as defined, or where a disadvantaged community is substantially reliant on at-risk domestic wells, as defined.

**Position**

Support

**[SB 426](#) (Rubio D) Municipal separate storm sewer systems: financial capability analysis.**

**Last Amend:** 3/1/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-S. 2 YEAR

**Summary:** Would require the State Water Resources Control Board, by July 1, 2022, to establish financial capability assessment guidelines for municipal separate storm sewer system permittees that are adequate and consistent when considering the costs to local jurisdictions. The bill would require the state board and the regional boards to continue using available regulatory tools and other approaches to foster collaboration with permittees to implement permit requirements in light of the costs of implementation.

**Position**

Oppose

**[SB 433](#) (Allen D) California Coastal Act of 1976: enforcement: penalties.**

**Last Amend:** 5/3/2021

**Status:** 6/3/2021-Referred to Com. on NAT. RES.

**Location:** 6/3/2021-A. NAT. RES.

**Summary:** Current law authorizes the California Coastal Commission to impose specified administrative civil penalties on a person, including a landowner, who is in violation of the public access provisions of the act for each violation of the California Coastal Act of 1976. This bill would authorize the commission to impose specified administrative civil penalties on a person, including a landowner, who is in violation of any provision of the act other than public access. The bill would require the commission staff to annually prepare and present a written report to the full commission that includes specified information related to the imposition of those penalties and to annually provide the written report to the Legislature, as prescribed.

**Position**

Support

**[SB 437](#) (Wieckowski D) Local publicly owned electric utilities: integrated resource planning: transportation electrification.**

**Last Amend:** 4/26/2021

**Status:** 5/20/2021-Referred to Com. on U. & E.

**Location:** 5/20/2021-A. U. & E.

**Calendar:** 6/16/2021 1:30 p.m. - State Capitol, Assembly Chamber ASSEMBLY UTILITIES AND ENERGY, HOLDEN, Chair

**Summary:** Current law requires that the governing board of a local publicly owned electric utility with an annual electrical demand exceeding 700 gigawatthours adopt an integrated resource plan and a process for updating the plan at least once every 5 years to ensure the utility achieves specified objectives. Current law requires that the local publicly owned electric utility's integrated resource plan address procurement for, among other things, transportation electrification. This bill would require that each updated intergrated resource plan include details of the utility's electrical service rate design that support transportation electrification, and existing or planned incentives to support transportation electrification, as specified.

**Position**

Support

**[SB 449](#) (Stern D) Climate-related financial risk.**

**Last Amend:** 4/22/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Current law generally provides for the regulation of various financial institutions, including

banks, credit unions, and finance lenders, by the Department of Financial Protection and Innovation. Current law requires the Secretary for Environmental Protection to coordinate greenhouse gas emission reductions and climate-change activities in state government. Executive Order N-19-19 requires, among other things, the Department of Finance to create a Climate Investment Framework and to consult with the Office of Planning and Research on the framework. This bill would require a covered entity, as defined, to, on or before December 31, 2022, and annually thereafter, prepare a climate-related financial risk report, as defined, and to submit to the Secretary of State, and make available to the public on its own internet website, a copy of that report.

**Position**

Sponsor

**SB 467 (Wiener D) Oil and gas: hydraulic fracturing, acid well stimulation treatments, steam flooding, water flooding, or cyclic steaming: prohibition: job relocation.**

**Last Amend:** 3/22/2021

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was N.R. & W. on 2/25/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would revise the definition of "well stimulation treatment" to include steam flooding and water flooding. The bill would prohibit the issuance or renewal of a permit to conduct hydraulic fracturing, acid well stimulation treatment, steam flooding, water flooding, or cyclic steaming for the extraction of oil and gas beginning January 1, 2022, and would prohibit new or repeated hydraulic fracturing, acid well stimulation treatments, steam flooding, water flooding, or cyclic steaming, except as conducted pursuant to a permit lawfully issued before that date. The bill would prohibit all hydraulic fracturing, acid well stimulation treatments, steam flooding, water flooding, cyclic steaming, or other well stimulation treatments beginning January 1, 2027.

**Position**

Support

**SB 502 (Allen D) Hazardous materials: green chemistry: consumer products.**

**Last Amend:** 3/3/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-S. 2 YEAR

**Summary:** The Green Chemistry program requires the Department of Toxic Substances Control to adopt regulations to establish a process to identify and prioritize chemicals or chemical ingredients in consumer products that may be considered as being chemicals of concern. Regulations adopted by the department refer to a chemical-product combination that has been identified and prioritized pursuant to that provision as a "priority product." Current law requires the department to adopt regulations that establish a process for evaluating chemicals of concern in priority products, and their potential alternatives, to determine how best to limit exposure to or to reduce the level of hazard posed by chemicals of concern, as specified. Regulations adopted by the department require a responsible entity, defined to mean a manufacturer, importer, assembler, or retailer, for a priority product to conduct an analysis of alternatives for the priority product. Current law requires the department's regulations to specify the range of regulatory responses that the department may take following the completion of the analysis of alternatives. This bill would authorize the department, in lieu of requiring the analysis of alternatives, following public notice and an opportunity for public comment, to instead rely on all or part of one or more applicable publicly available studies or evaluations of alternatives to the chemical of concern under consideration in a consumer product, in existence at the time of consideration, and to proceed directly to a regulatory response, as provided.

**Position**

Co-Sponsor

**SB 542 (Limón D) Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.**

**Last Amend:** 5/25/2021

**Status:** 6/1/2021-Ordered to inactive file on request of Senator Limón.

**Location:** 6/1/2021-S. INACTIVE FILE

**Summary:** Current sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define "qualified motor vehicle" as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits.

**Position**

Support

**[SB 552](#) (Hertzberg D) Drought planning: small water suppliers: nontransient noncommunity water systems.**

**Last Amend:** 5/20/2021

**Status:** 6/10/2021-Referred to Coms. on W.,P., & W. and L. GOV.

**Location:** 6/10/2021-A. W.,P. & W.

**Calendar:** 6/17/2021 Upon adjournment of Session - State Capitol, Assembly Chamber ASSEMBLY WATER, PARKS AND WILDLIFE, GARCIA, EDUARDO, Chair

**Summary:** Would require small water suppliers, as defined, and nontransient noncommunity water systems that are schools, no later than December 31, 2022, to develop and maintain an abridged Water Shortage Contingency Plan that includes specified drought-planning elements. The bill would require these water systems to report specified water supply condition information to the state board through the state board's Electronic Annual Reporting System, and to include water system risk and water shortage information in the water systems' consumer confidence reports, as provided. The bill would require the State Water Resources Control Board, in partnership with the department and no later than December 31, 2022, to conduct an assessment of drought and emergency water shortage resiliency measures for small water systems and nontransient noncommunity water systems that are schools, among other tasks.

**Position**

Support

**[SB 582](#) (Stern D) Climate Emergency Mitigation, Safe Restoration, and Just Resilience Act of 2021.**

**Last Amend:** 5/20/2021

**Status:** 6/4/2021-Failed Deadline pursuant to Rule 61(a)(8). (Last location was INACTIVE FILE on 6/3/2021)(May be acted upon Jan 2022)

**Location:** 6/4/2021-S. 2 YEAR

**Summary:** Would require the State Air Resources Board to ensure that statewide greenhouse gas emissions are reduced to at least 40% and up to 80% below the 1990 level by 2030. By expanding the scope of a crime, this bill would imposed a state-mandated local program. The bill would adopt a state policy to lead a global effort to restore oceanic and atmospheric concentrations of greenhouse gas emissions to preindustrial levels as soon as possible to secure a safe climate for all, and to restore community health and reverse the impacts from the damage and injustice climate change is causing to the people, the economy, and the environment of California. The bill would require the Secretary of the Natural Resources Agency, in coordination with the Secretary for Environmental Protection and the State Air Resources Board, and concurrent with the scoping plan, to develop a climate restoration plan that specifies carbon removal targets, before 2035, as necessary to facilitate achievement of those goals.

**Position**

Support

**[SB 596](#) (Becker D) Greenhouse gases: cement and concrete production.**

**Last Amend:** 3/4/2021

**Status:** 5/28/2021-Referred to Com. on NAT. RES.

**Location:** 5/28/2021-A. NAT. RES.

**Summary:** Would require the state board, by December 31, 2022, to develop a comprehensive strategy for California's cement and concrete sector to reduce the carbon intensity of concrete used in the state by at least 40% from 2019 levels by 2030 and to achieve carbon neutrality as soon as possible, but no later than 2045. The bill would require the state board, in developing the strategy, among other things, to identify modifications to existing measures and evaluate new measure, including a low-carbon product standard for concrete or cement, to achieve those objectives.

**Position**

Sponsor

**[SB 617](#) (Wiener D) Residential solar energy systems: permitting.**

**Last Amend:** 5/4/2021

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/17/2021)(May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Would require every city and county to implement an online, automated permitting platform that verifies code compliance and instantaneously issues permits for a solar energy system that is no larger than 38.4 kilowatts alternating current nameplate rating and an energy storage system paired with a solar energy system that is no larger than 38.4 kilowatts alternating current nameplate rating, as specified. The bill would require a city or county to amend a certain ordinance to authorize a residential solar energy system and an energy storage system to use the online, automated permitting platform. The bill would prescribe a compliance schedule for satisfying these requirements, which would exempt a county with a population of less than 150,000 and all cities within a county with

a population of less than 150,000.

**Position**  
Support

**SB 624** **(Hueso D) Environmental Equity and Outdoor Access Act.**

**Last Amend:** 4/19/2021

**Status:** 5/28/2021-Referred to Com. on W.,P., & W.

**Location:** 5/28/2021-A. W.,P. & W.

**Calendar:** 6/17/2021 Upon adjournment of Session - State Capitol, Assembly Chamber  
ASSEMBLY WATER, PARKS AND WILDLIFE, GARCIA, EDUARDO, Chair

**Summary:** Would establish the Environmental Equity and Outdoor Access Act, which sets forth the state's commitment to ensuring all Californians can benefit from, and have meaningful access to, the state's rich cultural and natural resources. The bill would make related findings and declarations regarding the importance of the state's natural resources and ensuring equal access to those resources. The bill would provide that the Legislature finds and declares that it is the policy of the state to, among other things, promote inclusivity and representation and improve competency, as specified, among staff of the agency and each department, board, office, conservancy, and commission within the agency, to ensure all Californians and visitors of the state feel safe and welcome in the outdoors.

**Position**  
Support

**SB 627** **(Bates R) Coastal erosion: installation of shoreline protective devices: application process.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was N.R. & W. on 3/4/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would, except as provided, require the California Coastal Commission or a local government with an approved local coastal program to approve the repair, maintenance, or construction of retaining walls, return walls, seawalls, revetments, or similar shoreline protective devices for beaches or adjacent existing residential properties in the coastal zone that are designed to mitigate or protect against coastal erosion. If a local government denies the application for a shoreline protective device, the bill would require the local government to inform the commission, in writing, of its decision with supporting evidence. The bill would require the commission, if it denies an application or if it receives notice of a local government's denial, to submit a report to the Legislature of its denial or the report from the local government.

**Position**  
Oppose

**SB 651** **(Wieckowski D) Synthetic food dyes.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was HEALTH on 3/3/2021) (May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would establish the Reducing Exposure to Synthetic Food Dyes Act, which would make it a crime for a person to manufacture, package, sell, offer to sell, distribute, or import for sale or distribution within the State of California food that contains synthetic dyes without a prescribed label, either on the package or on the shelf or bin where the food is displayed for bulk foods. The bill would require prescribed language to be included on the menu or menu board of a restaurant when a dish includes synthetic food dyes. By creating a new crime, this bill would impose a state-mandated local program.

**Position**  
Support

**SB 671** **(Gonzalez D) Transportation: Clean Freight Corridor Efficiency Assessment.**

**Last Amend:** 4/28/2021

**Status:** 6/3/2021-Referred to Coms. on TRANS. and NAT. RES.

**Location:** 6/3/2021-A. TRANS.

**Calendar:** 6/21/2021 Upon adjournment of Session - State Capitol, Assembly Chamber  
ASSEMBLY TRANSPORTATION, FRIEDMAN, Chair

**Summary:** Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 31, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan.



**Position**  
Support if  
Amended

**SB 679 (Kamlager D) Los Angeles County: affordable housing.**

**Last Amend:** 5/20/2021

**Status:** 6/2/2021-In Assembly. Read first time. Held at Desk.

**Location:** 6/1/2021-A. DESK

**Summary:** Current law provides for the establishment of various special districts that may support and finance housing development, including affordable housing special beneficiary districts that are authorized to promote affordable housing development with certain property tax revenues that a city or county would otherwise be entitled to receive. This bill, the Los Angeles County Regional Housing Finance Act, would establish the Los Angeles County Affordable Housing Solutions Agency and would state that the agency's purpose is to increase affordable housing in Los Angeles County by providing for significantly enhanced funding and technical assistance at a regional level for renter protections, affordable housing preservation, and new affordable housing production, as specified. housing preservation, and new affordable housing production, as specified. The bill would require a board composed of 19 voting members and one nonvoting member from Los Angeles County, as specified, to govern the agency.

**Position**  
Likely Support

**SB 756 (Hueso D) Home weatherization for low-income customers.**

**Status:** 5/28/2021-Referred to Com. on U. & E.

**Location:** 5/28/2021-A. U. & E.

**Calendar:** 6/16/2021 1:30 p.m. - State Capitol, Assembly Chamber ASSEMBLY UTILITIES AND ENERGY, HOLDEN, Chair

**Summary:** Thee Public Utilities Commission has regulatory authority over public utilities, including electrical corporations and gas corporations. Current law requires an electrical or gas corporation to perform home weatherization services for low-income customers if the commission determines that a significant need for those services exists in the corporation's service territory, as specified. This bill would define "low-income customers" for those purposes to mean low-income persons and families whose household income is at or below 250% of the federal poverty level.

**Position**  
Support

**SB 760 (Bates R) State highways: State Route 241: reduction.**

**Status:** 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 4/27/2021) (May be acted upon Jan 2022)

**Location:** 5/25/2021-S. 2 YEAR

**Summary:** Current law establishes the state highway system throughout the state and designates State Route 241 from State Route 5 south of the City of San Clemente to State Route 91 in the City of Anaheim. This bill would delete from the state highway system the portion of State Route 241 from State Route 5 south of the City of San Clemente to Oso Parkway east of the City of Mission Viejo.

**Position**  
Oppose

**SB 761 (Bates R) Public resources: City of San Clemente: road construction.**

**Status:** 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was N.R. & W. on 3/4/2021)(May be acted upon Jan 2022)

**Location:** 4/30/2021-S. 2 YEAR

**Summary:** Would prohibit certain governmental entities from constructing, funding, or operating, or from taking property to construct, fund, or operate, a new major thoroughfare in the City of San Clemente in an area that is subject to a conservation easement or that is protected as open space under a local initiative. The bill would provide that these provisions do not apply to State Route 5 and lands immediately adjacent to State Route 5 or the extension of Los Patrones Parkway as an untolled county arterial highway.

**Position**  
Oppose

**SB 796 (Bradford D) State parks: state beaches: County of Los Angeles: Manhattan State Beach: deed restrictions.**

**Last Amend:** 5/28/2021

**Status:** 6/10/2021-Referred to Com. on W.,P., & W.

**Location:** 6/10/2021-A. W.,P. & W.

**Summary:** Would exclude specified property located in Manhattan State Beach, commonly known as

'Bruce's Beach,' from the requirement that the property be used only for public recreation and beach purposes in perpetuity and from those specified restrictions. The bill would authorize the property to be sold, transferred, or encumbered upon terms and conditions determined by the Board of Supervisors of the County of Los Angeles to be in the best interest of the county and the general public.

**Position**

Support

**Total Measures: 103**  
**Total Tracking Forms: 103**