

CAPCOA Legislative Update

6/8/2021

[AB 5](#)

(Fong R) Greenhouse Gas Reduction Fund: High-Speed Rail Authority: K-12 education: transfer.

Current Text: Amended: 3/17/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 3/17/2021

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 Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The act authorizes the state board to include in its regulation of those emissions the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 25% of the annual proceeds of the fund to the High-Speed Rail Authority for certain purposes. This bill would suspend the appropriation to the High-Speed Rail Authority for the 2023-24 and 2024-25 fiscal years and would require the transfer of those amounts from moneys collected by the state board to the General Fund.

[AB 9](#)

(Wood D) Fire safety: wildfires: fire adapted communities.

Current Text: Amended: 4/19/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 4/19/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Would establish in the Department of Conservation the Regional Forest and Fire Capacity Program to support regional leadership to build local and regional capacity and develop, prioritize, and implement strategies and projects that create fire adapted communities and landscapes by improving watershed health, forest health, community wildfire preparedness, and fire resilience. The bill would require, among other things, the department to, upon an appropriation by the Legislature, provide block grants to regional entities, as defined, to develop regional strategies that develop governance structures, identify wildfire risks, foster collaboration, and prioritize and implement projects within the region to achieve the goals of the program.

[AB 52](#)

(Frazier D) California Global Warming Solutions Act of 2006: scoping plan updates: wildfires.

Current Text: Introduced: 12/7/2020 [html](#) [pdf](#)

Introduced: 12/7/2020

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

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

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include in its regulation of emissions of greenhouse gases the use of market-based compliance mechanisms. Current law requires all moneys, except for fines and penalties, collected by the state board from a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund (fund) and to be available upon appropriation by the Legislature. Current law continuously appropriates 35% of the annual proceeds of the fund for transit, affordable housing, and sustainable communities programs and 25% of the annual proceeds of the fund for certain components of a specified high-speed rail project. This bill would require the state board, in each scoping plan update prepared by the state board after January 1, 2022, to include, consistent with the act, recommendations for achieving the maximum technologically feasible and cost-effective reductions of emissions of greenhouse gases and black carbon from wildfires.

[AB 96](#)

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

Current Text: Amended: 3/22/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

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.

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

Current Text: Amended: 5/24/2021 [html](#) [pdf](#)

Introduced: 12/18/2020

Last Amend: 5/24/2021

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 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.

[AB 214](#) (Ting D) Budget Act of 2021.

Current Text: Introduced: 1/8/2021 [html](#) [pdf](#)

Introduced: 1/8/2021

Status: 1/28/2021-Referred to Com. on BUDGET.

Location: 1/28/2021-A. BUDGET

Summary: This bill would make appropriations for the support of state government for the 2021-22 fiscal year.

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

Current Text: Amended: 4/13/2021 [html](#) [pdf](#)

Introduced: 1/11/2021

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.

[AB 297](#) (Gallagher R) Fire prevention.

Current Text: Amended: 4/21/2021 [html](#) [pdf](#)

Introduced: 1/25/2021

Last Amend: 4/21/2021

Status: 4/22/2021-Re-referred to Com. on NAT. RES.

Location: 2/12/2021-A. NAT. RES.

Summary: Would continuously appropriate \$480,000,000 and \$20,000,000 to the Department of Forestry and Fire Prevention and the California Conservation Corps, respectively, for fire prevention activities, as provided.

[AB 322](#) (Salas D) Energy: Electric Program Investment Charge program: biomass.

Current Text: Amended: 4/12/2021 [html](#) [pdf](#)

Introduced: 1/26/2021

Last Amend: 4/12/2021

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

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

Summary: Current law creates in the State Treasury the Electric Program Investment Charge Fund to be administered by the State Energy Resources Conservation and Development Commission and requires the PUC to forward to the Energy Commission, at least quarterly, moneys for those EPIC programs the PUC has determined should be administered by the Energy Commission for deposit in

the fund. Current law requires the Energy Commission, in administering moneys in the fund for research, development, and demonstration programs, to develop and implement the EPIC program for the purpose of awarding funds to projects that may lead to technological advancement and breakthroughs to overcome barriers that prevent the achievement of the state's statutory energy goals and that may result in a portfolio of projects that are strategically focused and sufficiently narrow to make advancement on the most significant technological challenges. Current law, until January 1, 2023, requires the Energy Commission to expend certain percentages of the moneys appropriated from the fund for technology demonstration and deployment at sites that benefit certain communities. This bill would require the Energy Commission to consider, in the investment planning process for the EPIC program, bioenergy projects for biomass conversion, as specified.

AB 339 **(Lee D) Local government: open and public meetings.**

Current Text: Amended: 5/4/2021 [html](#) [pdf](#)

Introduced: 1/28/2021

Last Amend: 5/4/2021

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

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

Summary: Would, until December 31, 2023, require all open and public meetings of a city council or a county board of supervisors that governs a jurisdiction containing least 250,000 people to include an opportunity for members of the public to attend via a telephonic option or an internet-based service option. The bill would require all open and public meetings to include an in-person public comment opportunity, except in specified circumstances during a declared state or local emergency. The bill would require all meetings to provide the public with an opportunity to comment on proposed legislation in person and remotely via a telephonic or an internet-based service option, as provided.

AB 363 **(Medina D) Carl Moyer Memorial Air Quality Standards Attainment Program.**

Current Text: Amended: 5/25/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Last Amend: 5/25/2021

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

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

Summary: Current law requires the State Air Resources Board to establish or update grant criteria and guidelines for covered vehicle and infrastructure projects as soon as practicable, but not later than July 1, 2017. The state board's program guidelines describe the minimum criteria and requirements for on-road heavy-duty vehicles and the types of projects that can be incentivized to provide surplus emissions reductions from on-road heavy-duty vehicles through contracts or through the On-Road Heavy-Duty Voucher Incentive Program (VIP). The VIP guidelines allow for the early retirement of existing on-road heavy-duty vehicles, allowing these high-polluting vehicles to be replaced with newer, lower emission vehicles. The VIP guidelines further describe the minimum criteria and requirements for eligibility in the VIP, including, but not limited to, limiting the fleet size and vehicle weight class of eligible vehicles, excluding from program eligibility vehicles subject to the solid waste collection vehicle rule and the fleet rule for transit agencies, and prohibiting the leasing of replacement vehicles. This bill would require the state board, upon appropriation by the Legislature, to develop project grant criteria and guidelines for a new On-Road Heavy-Duty Vehicle Incentive Program (VIP2) that shall provide additional incentives for projects eligible for program funding that are deployed in disadvantaged communities, as defined.

AB 365 **(O'Donnell D) Sales and use taxes: exclusion: zero-emission and near-zero-emission drayage trucks.**

Current Text: Introduced: 2/1/2021 [html](#) [pdf](#)

Introduced: 2/1/2021

Status: 2/12/2021-Referred to Com. on REV. & TAX.

Location: 2/12/2021-A. REV. & TAX

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 defines the terms "gross receipts" and "sales price." This bill would exclude from the terms "gross receipts" and "sales price" for purposes of the Sales and Use Tax Law the amount charged for the purchase of a new or used drayage truck that qualifies, on or after January 1, 2021, for certain emission reduction programs.

AB 426 **(Bauer-Kahan D) Toxic air contaminants.**

Current Text: Amended: 3/17/2021 [html](#) [pdf](#)

Introduced: 2/4/2021

Last Amend: 3/17/2021

Status: 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/12/2021)(May be acted upon Jan 2021)

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

Summary: Current law authorizes local air pollution control districts and air quality management districts, in carrying out their responsibilities with respect to the attainment of state ambient air quality standards, to adopt and implement regulations that accomplish certain objectives. This bill would additionally authorize the districts to adopt and implement regulations to require data regarding air pollution within the district's jurisdiction from indirect and areawide sources of air pollution, including mobile sources drawn by those sources, to enable the calculation of health risks from toxic air contaminants. This bill would additionally authorize the districts to adopt and implement regulations to accomplish these objectives in carrying out their responsibilities with respect to the reduction of health risks from toxic air contaminants.

[AB 467](#) (Grayson D) Smog check: exemption: historic vehicles.

Current Text: Introduced: 2/8/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

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

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

Summary: Current law requires the Department of Motor Vehicles, upon application, to issue a specialty license plate to an owner of a motor vehicle that is operated primarily for purposes of historical exhibition or other similar purposes and the vehicle meets certain requirements. This bill would exempt a motor vehicle for which a specialty plate described above has been issued from the requirement that it be inspected biennially upon registration.

[AB 575](#) (Fong R) Civil liability: prescribed burning activities: gross negligence.

Current Text: Introduced: 2/11/2021 [html](#) [pdf](#)

Introduced: 2/11/2021

Status: 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 2/18/2021) (May be acted upon Jan 2021)

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

Summary: Would provide that a private entity engaging in a prescribed burning activity that is supervised by a person certified as burn boss is liable for damages to a third party only if the prescribed burning activity was carried out in a grossly negligent manner.

[AB 585](#) (Rivas, Luz D) Climate change: Extreme Heat and Community Resilience Program.

Current Text: Amended: 5/24/2021 [html](#) [pdf](#)

Introduced: 2/11/2021

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 Extreme Heat and Community Resilience Program and would require the Office of Planning and Research to administer the program through the Integrated Climate Adaptation and Resiliency Program. Under the Extreme Heat and Community Resilience Program, the bill would require the Office of Planning and Research, as provided, to coordinate the state's efforts to address extreme heat and to facilitate the implementation of local, regional, and state climate change planning into effective projects through the awarding of competitive grants to eligible entities for implementation of those projects. The bill would establish the Extreme Heat and Community Resilience Fund in the State Treasury and would require the Office of Planning and Research, upon appropriation by the Legislature, to expend moneys in the fund for the implementation of the Extreme Heat and Community Resilience Program.

[AB 619](#) (Calderon D) Lung health.

Current Text: Amended: 5/24/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 5/24/2021

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

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

Summary: Current law, the California Emergency Services Act, among other things, creates the Office of Emergency Services, which is responsible for the state's emergency and disaster response services, as specified. Current law requires the Governor to coordinate the State Emergency Plan and those programs necessary for the mitigation of the effects of an emergency. Current law requires the governing body of each political subdivision of the state to carry out the provisions of the State Emergency Plan. Current law requires a county, upon the next update to its emergency plan, to integrate access and functional needs into its emergency plan, among other requirements. This bill would require the department to develop a plan, addressing specified issues, with recommendations and guidelines for counties to use in the case of a significant air quality event caused by wildfires or other sources. The bill would require the department to consult with specified stakeholders in developing the plan.

[AB 642](#)

([Friedman D](#)) Wildfires.

Current Text: Introduced: 2/12/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Would require the Director of Forestry and Fire Protection to identify areas in the state as moderate and high fire hazard severity zones. The bill would additionally require the director classify areas into fire hazard severity zones based on additional factors including possible lightning caused ignition. The bill would require a local agency, within 30 days of receiving a transmittal from the director that identifies fire hazard severity zones, to make the information available for public comment.

[AB 648](#)

([Fong R](#)) Greenhouse Gas Reduction Fund: healthy forest and fire prevention: appropriation.

Current Text: Introduced: 2/12/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Status: 2/25/2021-Referred to Com. on NAT. RES.

Location: 2/25/2021-A. NAT. RES.

Summary: Would continuously appropriate, beginning in the 2021–22 fiscal year and ending in the 2028–29 fiscal year, \$200,000,000 of the annual proceeds from the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection for (1) healthy forest and fire prevention programs and projects that improve forest health and reduce greenhouse gas emissions caused by uncontrolled wildfires and (2) prescribed fire and other fuel reduction projects through proven forestry practices consistent with the recommendations of the California Forest Carbon Plan, including the operation of year-round prescribed fire crews and implementation of a research and monitoring program for climate change adaptation.

[AB 649](#)

([Bennett D](#)) Department of Resources Recycling and Recovery: Office of Environmental Justice and Tribal Relations.

Current Text: Amended: 3/11/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 3/11/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/11/2021)(May be acted upon Jan 2022)

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

Summary: The California Integrated Waste Management Act of 1989 establishes in the California Environmental Protection Agency the Department of Resources Recycling and Recovery with specified powers and duties relating to waste management. This bill would establish the Office of Environmental Justice and Tribal Relations within the department. The bill would prescribe the duties of the office, including, among others, ensuring that the department's programs effectively address the needs of disadvantaged communities, low-income communities, California Native American tribes, and farmworkers.

[AB 680](#)

([Burke D](#)) Greenhouse Gas Reduction Fund: California Jobs Plan Act of 2021.

Current Text: Amended: 5/24/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

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 enact the California Jobs Plan Act of 2021, which would require the Labor and Workforce Development Agency to work with the state board to update, by July 1, 2023, the funding guidelines for administering agencies to ensure that all applicants to grant programs funded by the Greenhouse Gas Reduction Fund meet specified standards, including fair and responsible employer standards and inclusive procurement policies, as defined. The bill would require administering agencies, on and after the adoption of the update to the funding guidelines, to give preference to applicants that demonstrate a partnership with an educational institution or training program targeting residents of disadvantaged, tribal, and low-income communities and to applicants that demonstrate the creation of high-quality jobs by the proposed project.

[AB 713](#)

([Garcia, Cristina D](#)) State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.

Current Text: Amended: 5/24/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 5/24/2021

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

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

Summary: The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide

greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.

[AB 745](#) (Gipson D) Air pollution: Clean Cars 4 All Program.

Current Text: Amended: 4/21/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

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: Would require the State Air Resources Board, as a part of the Clean Cars 4 All Program, to provide vouchers for the purchase of zero-emission vehicles to persons of low income living in disadvantaged communities to replace those persons' vehicles that have failed a smog check inspection, as provided. The bill would require the state board, by January 1, 2024, to take specified actions to meet the goals of the Clean Cars 4 All Program.

[AB 762](#) (Lee D) Hazardous emissions and substances: schoolsites: private and charter schools.

Current Text: Amended: 5/4/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 5/4/2021

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

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

Summary: CEQA prohibits an environmental impact report or negative declaration from being approved for any project involving the purchase of a schoolsite or the construction of a new elementary or secondary school by a school district unless specified conditions are met, relating to, among other things, whether the property is located on a current or former hazardous waste disposal site or solid waste disposal site, a hazardous substance release site, or a site that contains a pipeline that carries specified substances, and the property's proximity to facilities that might reasonably be anticipated to emit hazardous emissions or handle hazardous or extremely hazardous substances or waste, as provided. This bill would prohibit an environmental impact report or negative declaration from being approved for a project involving the purchase of a schoolsite or the construction of a new elementary or secondary school by a charter school, unless those specified conditions are met.

[AB 766](#) (Gabriel D) Climate change: corporate disclosures.

Current Text: Amended: 3/18/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Last Amend: 3/18/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2021)(May be acted upon Jan 2022)

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

Summary: Would require, beginning January 1, 2025, and annually thereafter, a covered corporation to disclose to the State Air Resources Board and the Secretary of State specified information for the prior calendar year, including, but not limited to, the potential financial impacts of, and any risk management strategies relating to the physical and transition risks, as defined, posed to the covered corporation by climate change. The bill would require the state board to establish climate change-related disclosure guidance that, to the extent practicable would be specialized for industries within specified sectors of the economy, establish reporting standards for estimating and disclosing direct and indirect greenhouse gas emissions, as defined, include reporting standards for fossil fuel-related assets, establish a minimum social cost of carbon, as defined, and require a covered corporation to conduct climate scenario analyses, as provided.

[AB 776](#) (Mathis R) Methane: dairy digesters.

Current Text: Introduced: 2/16/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

Status: 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2021) (May be acted upon Jan 2021)

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

Summary: Current law requires the State Air Resources Board, in consultation with the Department of Food and Agriculture, to adopt regulations to reduce methane emissions from livestock manure management operations and dairy manure management operations consistent with the strategy, as specified. This bill would state the intent of the Legislature to enact subsequent legislation relating to

methane and dairy digesters.

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

Current Text: Amended: 5/27/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

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.

[AB 823](#) (Gray D) High-Speed Rail Authority: trains powered by fossil fuel combustion engines.

Current Text: Introduced: 2/16/2021 [html](#) [pdf](#)

Introduced: 2/16/2021

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

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

Summary: Would prohibit the High-Speed Rail Authority from directly or indirectly using local, state, federal, or any other public or private funding to purchase, lease, operate, or maintain a passenger or freight train powered by a diesel engine or other type of fossil fuel combustion engine, and from enabling such a train to operate on authority-owned rail infrastructure designed for speeds in excess of 125 miles per hour, except as specified.

[AB 833](#) (Quirk-Silva D) State government: grants: administrative costs.

Current Text: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

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

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

Summary: Would require any state grants to a local government to include a maximum allocation of funds that may be expended for administrative costs, as defined, and would prohibit a local government, as defined, from expending more than 5% of grant funds for administrative costs, except as provided. The bill would specify that it is not intended to affect federal funding.

[AB 905](#) (Quirk D) Mobile fueling on-demand tank vehicles: performance standards.

Current Text: Amended: 4/5/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 4/5/2021

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

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

Summary: Would require the State Air Resources Board to regulate a mobile fueling on-demand tank vehicle, as defined, as a mobile source, and, contingent upon an appropriation by the Legislature for this purpose, to adopt regulations on or before a specified date to control emissions attributable to mobile fueling on-demand tank vehicles and to certify equipment for those vehicles, as provided. The bill would authorize the state board to allow the use of onboard refueling vapor recovery (ORVR) systems to achieve or maintain the standards and procedures adopted in those regulations for the control of gasoline vapors resulting from the motor vehicle fueling operations of a mobile fueling on-demand tank vehicle.

[AB 906](#) (Carrillo D) Zero-emission trucks: tax and fee exemptions.

Current Text: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

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

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

Summary: Current sales and use tax laws impose a tax on retailers measured by the 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. Those laws provide various exemptions from those taxes. This bill

would exempt from those taxes, on and after January 1, 2022, the gross receipts from the sale in this state of, and the storage, use, or other consumption in this state of, fuel for the operation of a zero-emission medium- or heavy-duty truck that is the subject of a lease entered into after July 1, 2022, with specified characteristics.

[AB 908](#)

(Frazier D) Natural Resources Agency: statewide natural resources inventory.

Current Text: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

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

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

Summary: Would require the Natural Resources Agency, to the extent a specified appropriation is made, to prepare a comprehensive, statewide inventory of the natural resources of the state and establish treatment measures necessary to protect those resources, and to post its initial inventory on its internet website on or before January 1, 2023, with annual updates on or before January 1 of each year thereafter.

[AB 943](#)

(Garcia, Eduardo D) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan.

Current Text: Amended: 3/11/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 3/11/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/11/2021)(May be acted upon Jan 2022)

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

Summary: The California Global Warming Solutions Act of 2006 authorizes the State Air Resources Board to include the use of market-based compliance mechanisms in regulating these sources. Current law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature. This bill, beginning July 1, 2022, would require state agencies administering competitive grant programs that allocate moneys from the fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, and to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications.

[AB 976](#)

(Rivas, Luz D) Resilient Economies and Community Health Pilot Program.

Current Text: Introduced: 2/18/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Status: 5/25/2021-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/14/2021)(May be acted upon Jan 2022)

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

Summary: Would establish the Resilient Economies and Community Health Pilot Program, which would be administered by the Strategic Growth Council from January 1, 2022, through December 31, 2026, as a grant pilot program for eligible community-based organizations, as defined, to provide a comprehensive suite of coordinated incentives and services to disadvantaged communities, as defined, at the resident household level to provide economic savings, reduce greenhouse gas emissions and air pollution, and improve resiliency to the impacts of climate change. The bill would require the council to evaluate the program and submit specified reports to the Legislature on the program no later than January 1, 2026. The bill would repeal these provisions as of January 1, 2027.

[AB 981](#)

(Frazier D) Forestry: California Fire Safe Council.

Current Text: Amended: 4/19/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 4/19/2021

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

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

Summary: Would establish the California Fire Safe Council in the Natural Resources Agency consisting of 11 members, as specified. The bill would require the council to identify programs administered by public agencies to address and minimize the risks of wildfire and to coordinate the implementation of those programs, to identify public and private programs that may be leveraged to facilitate structure-hardening and community resilience to minimize the impacts of wildfire to habitable structures, to conduct public outreach efforts to regional and local wildfire mitigation groups, and to make recommendations to the Legislature on how the programs identified by the council can be coordinated to increase the effectiveness of those programs. The bill would require the Natural Resources Agency to post on its internet website the membership of the council and recommendations made by the

council.

- [AB 983](#) (Garcia, Eduardo D) Public contracts: construction projects: community workforce agreements: battery manufacturing and lithium-based technology.**
Current Text: Amended: 4/12/2021 [html](#) [pdf](#)
Introduced: 2/18/2021
Last Amend: 4/12/2021
Status: 5/27/2021-Referred to Coms. on G.O. and GOV. & F.
Location: 5/27/2021-S. G.O.
Summary: Current law requires the California Workforce Development Board to report to the Legislature on the need for workforce development resources, including the use of community workforce agreements, among other things, to help industry, workers, and communities transition to economic and labor-market changes related to statewide greenhouse gas emissions reduction goals. This bill would authorize a public entity to use, enter into, or require contractors to enter into, a community workforce agreement, as defined, for construction projects related to battery manufacturing and lithium-based technology.
- [AB 992](#) (Cooley D) California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program.**
Current Text: Amended: 3/25/2021 [html](#) [pdf](#)
Introduced: 2/18/2021
Last Amend: 3/25/2021
Status: 6/3/2021-Referred to Coms. on TRANS. and E.Q.
Location: 6/3/2021-S. TRANS.
Summary: Current law establishes the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program, which is administered by the State Air Resources Board, in conjunction with the State Energy Resources Conservation and Development Commission, to fund development, demonstration, precommercial pilot, and early commercial deployment of zero- and near-zero-emission truck, bus, and off-road vehicle and equipment technologies. This bill would specify that peer-to-peer truck sharing platform demonstration is eligible for funding under the program.
- [AB 1001](#) (Garcia, Cristina D) Environment: air pollution and mitigation measures for air and water quality impacts.**
Current Text: Amended: 4/20/2021 [html](#) [pdf](#)
Introduced: 2/18/2021
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).
- [AB 1005](#) (Muratsuchi D) Scientific Review Panel on Toxic Air Contaminants.**
Current Text: Introduced: 2/18/2021 [html](#) [pdf](#)
Introduced: 2/18/2021
Status: 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/18/2021) (May be acted upon Jan 2021)
Location: 5/7/2021-A. 2 YEAR
Summary: Current law creates and establishes a 9-member Scientific Review Panel on Toxic Air Contaminants to advise the State Air Resources Board and the Department of Pesticide Regulation in their evaluation of the health effects toxicity of toxic air contaminants and pesticides and prescribes the manner in which the members shall be appointed. This bill would make nonsubstantive changes to these provisions.
- [AB 1069](#) (Lackey R) Zero-emission passenger vehicles: underrepresented communities.**
Current Text: Introduced: 2/18/2021 [html](#) [pdf](#)
Introduced: 2/18/2021
Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was TRANS. on 3/4/2021) (May be acted upon Jan 2022)
Location: 4/30/2021-A. 2 YEAR
Summary: Would establish a goal of the state for 60% of new zero-emission passenger vehicles sold

in the state for noncommercial private use to be purchased by or on behalf of persons from an underrepresented community, as defined. The bill would prohibit the State Air Resources Board from pursuing strategies to implement any goal for zero-emission passenger vehicle sales established by statute or executive order unless those strategies are also designed to achieve the goal established by this bill simultaneously. The bill would also require the state board to annually post a zero-emission vehicle equity report on its internet website describing the state's progress towards achieving the zero-emission vehicle equity goal.

[AB 1086](#) (Aguiar-Curry D) Organic waste: implementation strategy.

Current Text: Amended: 4/5/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 4/5/2021

Status: 5/28/2021-Read third time. Passed. Ordered to the Senate. (Ayes 77. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Would require the Natural Resources Agency, in coordination with specified state agencies, and in consultation with stakeholders and relevant permitting agencies, to prepare and submit to the Legislature, by January 1, 2023, a report that provides an implementation strategy to achieve the state's organic waste, and related climate change and air quality, mandates, goals, and targets. The bill would authorize the Natural Resources Agency to, by July 1, 2022, contract with outside entities, including the California Council on Science and Technology and the University of California, to prepare the report. The bill would require the implementation strategy to include, among other things, recommendations on policy and funding support for the beneficial reuse of organic waste.

[AB 1099](#) (Rivas, Robert D) Environmental equity: principles: bond and fund expenditures.

Current Text: Amended: 3/25/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

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: The State General Obligation Bond Law contains procedures for use in authorizing the issuance, sale, and providing for the repayment of, state general obligation bonds. Current law establishes various funds in the State Treasury for purposes of providing financial incentives to eligible entities for specified purposes. This bill would require the administration of proceeds from the sales of bonds issued under a bond act that is enacted by the Legislature and is approved by the voters on or after January 1, 2022, pursuant to the State General Obligation Bond Law and that addresses environmental issues, and the administration of certain funds established on or after January 1, 2022, that provide financial assistance to eligible entities to incorporate certain principles of environmental equity.

[AB 1205](#) (Frazier D) State Air Resources Board: elections.

Current Text: Amended: 3/18/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 3/18/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2021)(May be acted upon Jan 2022)

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

Summary: Would require, as of January 1, 2025, that the State Air Resources Board consist of 14 voting members, 11 of whom shall be elected by district voters and 3 of whom shall be appointed by the Governor, the Senate pro Tempore, and the Speaker of the Assembly. The bill would provide that each elected state board member shall serve a 4-year term commencing on January 1 of the calendar year following a statewide election, with the first state board election occurring in 2024, and that no elected state board member shall serve more than a total of 3 terms. The bill would provide that the office of an elected state board member shall be a nonpartisan office, subject to the provisions specified in the Elections Code for nominations and elections.

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

Current Text: Amended: 4/12/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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.

[AB 1240](#) (Ting D) Indoor air pollution.

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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 the State Air Resources Board, in consultation with other state agencies and interested members of the public, to provide a report to the Legislature on issues relating to indoor air pollution by January 1, 2004. This bill would require the state board to provide to the Legislature the report relating to indoor air quality by January 1, 2024. The bill would repeal these provisions on January 1, 2028.

[AB 1261](#) (Burke D) State Air Resources Board: greenhouse gas emissions: incentive programs.

Current Text: Amended: 5/24/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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 require the State Air Resources Board, to establish specified processes to assist the state in achieving its greenhouse gas emissions reduction goals, including a process to identify any overlap among its incentive programs, as defined, that share the same objectives and a process to define, collect, and evaluate data on the behavioral changes that result from each of its incentive programs. The bill would require the state board to use the information collected pursuant to these processes to refine the greenhouse gas emissions estimates for each of its incentive programs in its annual reports to the Legislature, its funding plans, and any long-term planning documents or reports. The bill would require the state board to develop a process to define, collect, and evaluate data that will translate to metrics demonstrating the socioeconomic benefits that result from each of its incentive programs, and to use this data to make funding and design recommendations in its annual reports to the Legislature and funding plans, as provided.

[AB 1270](#) (Rivas, Luz D) Natural gas plants: methane monitoring systems and reporting.

Current Text: Amended: 3/18/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 3/18/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/18/2021)(May be acted upon Jan 2022)

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

Summary: Would require an owner or operator of a natural gas plant, as defined, to develop, install, operate, and maintain, in accordance with guidance developed by the appropriate air district, a fence-line monitoring system, as defined, to measure and record methane concentrations at or adjacent to a natural gas plant. The bill would require the air district and the owner or operator of a natural gas plant to collect real-time data from these fence-line monitoring systems, provide that data to the public as quickly as possible in a publicly accessible format, and maintain records of that data. The bill would require an owner or operator of a natural gas plant to report methane concentrations readings that exceed background levels to the air district and would require the air district to report those readings to Members of the Legislature representing the district in which the natural gas plant is located.

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

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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.

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

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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: 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.

[AB 1325](#) (Burke D) Microgrids: Clean Community Microgrid Incentive Program.

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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

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

Summary: Would require the PUC to develop and implement a Clean Community Microgrid Incentive Program by 2022 to fund community microgrids that support the critical needs of vulnerable communities that utilize distributed energy resources for the generation of electricity. The bill would establish the budget for the program in an unspecified amount to be dispersed in successive phases to local public agencies for community microgrid development and would require that expenses incurred by a large electrical corporation to fund the program be allocated to all distribution customers of the large electrical corporation on a nonbypassable basis. The bill would require that a third-party administrator that is not a public utility administer the program.

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

Current Text: Amended: 3/25/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 3/25/2021

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

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

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.

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

Current Text: Amended: 4/12/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/12/2021

Status: 5/28/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

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.

[AB 1395](#) (Muratsuchi D) Greenhouse gases: carbon neutrality.

Current Text: Amended: 5/4/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/4/2021

Status: 6/7/2021-In Senate. Read first time. To Com. on RLS. for assignment.

Location: 6/7/2021-S. RLS.

Summary: Would declare the policy of the state to achieve carbon neutrality as soon as possible, but no later than 2045, and to achieve and maintain net negative greenhouse gas emissions thereafter. The bill would require the State Air Resources Board to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals, to ensure that by 2045 statewide anthropogenic greenhouse gas emissions are reduced to at least 90% below the 1990 level, and to prioritize the use of nature-based solutions in California to achieve carbon neutrality. The bill would require the state board to work with relevant agencies to establish criteria for the use of technology-based solutions for purposes of achieving these policy goals. The bill would impose other requirements on state agencies relating to working toward these policy goals.

AB 1403 **(Levine D) Emergency services.**

Current Text: Amended: 4/8/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/8/2021

Status: 5/12/2021-Referred to Com. on G.O.

Location: 5/12/2021-S. G.O.

Calendar: 6/8/2021 9 a.m. - Senate Chamber SENATE GOVERNMENTAL ORGANIZATION, DODD, Chair

Summary: The California Emergency Services Act, authorizes the Governor to proclaim a state of emergency, and local officials and local governments to proclaim a local emergency, when specified conditions of disaster or extreme peril to the safety of persons and property exist, and authorizes the Governor or the appropriate local government to exercise certain powers in response to that emergency. Existing law defines the terms "state of emergency" and "local emergency" to mean a duly proclaimed existence of conditions of disaster or of extreme peril to the safety of persons and property within the state caused by, among other things, fire, storm, or riot. This bill would additionally include a "deenergization event," defined as a planned power outage, as specified, within those conditions constituting a state of emergency and a local emergency.

AB 1410 **(Rodriguez D) Associations: declared emergency: protected uses.**

Current Text: Amended: 4/5/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/5/2021

Status: 5/7/2021-Failed Deadline pursuant to Rule 61(a)(3). (Last location was H. & C.D. on 3/11/2021)(May be acted upon Jan 2021)

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

Summary: The Davis-Stirling Common Interest Development Act, among other things, prohibits an association from restricting a homeowner's right to rent or lease a separate interest unless the governing document or amendment that restricts a homeowner's right to rent or lease their separate interest existed prior to the homeowner acquiring title to the separate interest. Current law also prohibits the governing documents of an association from establishing unreasonable restrictions on the use of a homeowner's backyard for personal agriculture, as defined. This bill would prohibit the governing documents from restricting a homeowner's right to rent or lease portion of the homeowner occupied separate interest for 30 days or more, without regard to whether such restriction existed at the time the homeowner acquired title to the separate interest. This bill would also extend the provision protecting a homeowner's right to use their backyard for personal agriculture to include all of the homeowner's separate interest.

AB 1431 **(Frazier D) Forestry: forest carbon and resilience goals.**

Current Text: Amended: 5/3/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/3/2021

Status: 5/28/2021-Read third time. Passed. Ordered to the Senate. (Ayes 77. Noes 0.) In Senate. Read first time. To Com. on RLS. for assignment.

Location: 5/28/2021-S. RLS.

Summary: Current law requires the Department of Forestry and Fire Protection to implement various fire protection programs intended to protect forest resources and prevent uncontrolled wildfires. This bill would establish state goals for fuel treatment and vegetation management, as specified. The bill would require the Natural Resources Agency and the California Environmental Protection Agency, on or before January 1, 2023, and annually thereafter, to submit to the appropriate policy and budget committees of the Legislature a report on the progress made towards achieving those state goals.

AB 1463 **(O'Donnell D) California Global Warming Solutions Act of 2006: Low Carbon Fuel Standard regulations.**

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/11/2021)(May be acted upon Jan 2022)

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

Summary: Would require the State Air Resources Board to recognize as a method to generate credits under the Low Carbon Fuel Standard regulations the use of renewable natural gas or biogas that both displaces the existing use of natural gas and reduces the carbon intensity of fuels, as specified.

[AB 1500](#) (Garcia, Eduardo D) Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022.

Current Text: Amended: 5/11/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/11/2021

Status: 5/20/2021-Joint Rule 62(a), file notice suspended. From committee: Do pass and re-refer to Com. on RLS. (Ayes 12. Noes 3.) (May 20). Re-referred to Com. on RLS.

Location: 5/20/2021-A. RLS.

Summary: Would enact the Safe Drinking Water, Wildfire Prevention, Drought Preparation, Flood Protection, Extreme Heat Mitigation, and Workforce Development Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$7,080,000,000 pursuant to the State General Obligation Bond Law to finance projects for safe drinking water, wildfire prevention, drought preparation, flood protection, extreme heat mitigation, and workforce development programs.

[AB 1508](#) (Flora R) Agriculture: whole orchard recycling: carbon offset credits and healthy soils.

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Status: 3/11/2021-Referred to Com. on NAT. RES.

Location: 3/11/2021-A. NAT. RES.

Summary: The California Global Warming Solutions Act of 2006 requires the state board to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act authorizes the state board to include the use of market-based compliance mechanisms. The act establishes the Compliance Offsets Protocol Task Force, with a specified membership, to provide guidance to the state board in approving new offset protocols for a market-based compliance mechanism for the purposes of increasing offset projects with direct environmental benefits in the state, as specified. This bill would require the state board to develop a carbon offset credit for whole orchard recycling.

[AB 1523](#) (Gallagher R) Greenhouse gases.

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was NAT. RES. on 3/11/2021)(May be acted upon Jan 2022)

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

Summary: Would revise the California Global Warming Solutions Act of 2006 by designating the State Air Resources Board with the responsibility of regulating vehicular sources of emissions of greenhouse gases and each district with the responsibility of regulating all sources, other than vehicular sources, of emissions of greenhouse gases within its jurisdiction.

[AB 1524](#) (O'Donnell D) State Air Resources Board: zero-emission drayage trucks: Project 800 initiative.

Current Text: Amended: 5/24/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/24/2021

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

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

Summary: Would require the State Air Resources Board to extend the Project 800 initiative to provide continued financial incentives to support the ordering of an additional 1,000 to 1,600 zero-emission drayage trucks in 2022 to serve California ports. The bill would express the intent of the Legislature that an additional 1,000 to 1,600 zero-emission drayage trucks will be ordered by December 31, 2022, and will begin operating at California ports by December 31, 2024, and that funding for the initiative come from, but shall not be limited to, the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project. The bill would require that funds available pursuant to the initiative only be provided if the purchaser or entity operating a zero-emission drayage truck is in compliance with all applicable labor, employment, tax, and health and safety laws at the time of the purchase of that drayage truck, and maintains compliance thereafter.

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

Current Text: Amended: 3/25/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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.

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

Current Text: Amended: 3/18/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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.

ACR 33 (Friedman D) Wildfire mitigation.

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Status: 3/11/2021-Referred to Com. on NAT. RES.

Location: 3/11/2021-A. NAT. RES.

Summary: This measure would state the Legislature's commitment to improving wildfire outcomes in the State of California by investing in science-based wildfire mitigation strategies that will benefit the health of California forests and communities. The measure would also state that the Legislature calls upon public and private stakeholders to work jointly to identify, discuss, and refine, as necessary, procedures concerning treatment of forested lands for the purpose of, among other things, wildfire risk mitigation.

SB 18 (Skinner D) Hydrogen: green hydrogen: emissions of greenhouse gases.

Current Text: Amended: 6/7/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

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.

SB 27 (Skinner D) Carbon sequestration: state goals: natural and working lands: registry of projects.

Current Text: Amended: 5/20/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 5/20/2021

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

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

Summary: Would require, no later than July 1, 2022, the Natural Resources Agency, in coordination with the California Environmental Protection Agency, the State Air Resources Board, the Department of Food and Agriculture, and other relevant state agencies, to establish the Natural and Working Lands Climate Smart Strategy that serves as a framework to increase adoption of natural and working lands-based carbon sequestration and that advances the state's climate goals. The bill would require the

state board, as part of its scoping plan, to establish specified carbon dioxide removal targets for 2030 and beyond.

[SB 45](#) (Portantino D) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022.

Current Text: Amended: 4/8/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 4/8/2021

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

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

Summary: Would enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2022, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$5,595,000,000 pursuant to the State General Obligation Bond Law to finance projects for a wildfire prevention, safe drinking water, drought preparation, and flood protection program.

[SB 52](#) (Dodd D) State of emergency: local emergency: planned power outage.

Current Text: Amended: 4/12/2021 [html](#) [pdf](#)

Introduced: 12/7/2020

Last Amend: 4/12/2021

Status: 5/13/2021-Referred to Com. on E.M.

Location: 5/13/2021-A. EMERGENCY MANAGEMENT

Summary: Would define a 'deenergization event' as a planned power outage, as specified, and would make a deenergization event one of those conditions constituting a local emergency, with prescribed limitations.

[SB 112](#) (Skinner D) Budget Act of 2021.

Current Text: Introduced: 1/8/2021 [html](#) [pdf](#)

Introduced: 1/8/2021

Status: 1/11/2021-From printer. Read first time. Referred to Com. on B. & F.R.

Location: 1/11/2021-S. BUDGET & F.R.

Summary: This bill would make appropriations for the support of state government for the 2021–22 fiscal year.

[SB 227](#) (Jones R) Off-highway vehicles.

Current Text: Amended: 5/25/2021 [html](#) [pdf](#)

Introduced: 1/15/2021

Last Amend: 5/25/2021

Status: 6/2/2021-Read third time. Passed. (Ayes 26. Noes 8.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

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.

[SB 260](#) (Wiener D) Climate Corporate Accountability Act.

Current Text: Amended: 4/19/2021 [html](#) [pdf](#)

Introduced: 1/26/2021

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.

[SB 312](#) (Nielsen R) California Renewables Portfolio Standard Program.

Current Text: Amended: 3/9/2021 [html](#) [pdf](#)

Introduced: 2/4/2021

Last Amend: 3/9/2021

Status: 4/30/2021-Failed Deadline pursuant to Rule 61(a)(2). (Last location was E. U., & C. on 3/18/2021)(May be acted upon Jan 2022)

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

Summary: Current law states that it is the policy of the state and the intent of the Legislature to encourage electrical generation from eligible renewable energy resources. The California Renewables Portfolio Standard Program requires the commission to establish a renewables portfolio standard requiring all retail sellers, defined to include electrical corporations, electric service providers, and community choice aggregators, to procure a minimum quantity of electricity products from eligible renewable energy resources, as defined. This bill would also state that it is the policy of the state and the intent of the Legislature to promote biomass facilities and biomass funding.

[SB 332](#)

(Dodd D) Civil liability: prescribed burning operations: gross negligence.

Current Text: Amended: 5/24/2021 [html](#) [pdf](#)

Introduced: 2/8/2021

Last Amend: 5/24/2021

Status: 6/2/2021-Read third time. Passed. (Ayes 38. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

Summary: Would provide that no person shall be liable for any fire suppression or other costs otherwise recoverable for a prescribed burn if specified conditions are met, including, among others, that the burn be for the purpose of wildland fire hazard reduction, ecological maintenance and restoration, cultural burning, silviculture, or agriculture, and that a certified burn boss review and approve a written prescription for the burn. The bill would provide that any person whose conduct constitutes gross negligence shall not be entitled to immunity from fire suppression or other costs otherwise recoverable, as specified.

[SB 342](#)

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

Current Text: Amended: 5/26/2021 [html](#) [pdf](#)

Introduced: 2/9/2021

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.

[SB 372](#)

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

Current Text: Amended: 5/20/2021 [html](#) [pdf](#)

Introduced: 2/10/2021

Last Amend: 5/20/2021

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

Location: 6/1/2021-A. DESK

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.

[SB 419](#)

(Stern D) Oil and gas: regulation: skilled and trained workforce.

Current Text: Amended: 4/15/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 4/15/2021

Status: 6/3/2021-Read third time. Passed. (Ayes 23. Noes 7.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/3/2021-A. DESK

Summary: The Geologic Energy Management Division in the Department of Conservation regulates the drilling, operation, maintenance, and abandonment of oil and gas wells and production facilities in the state. Current law requires the State Oil and Gas Supervisor 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, as provided. This bill would, except as provided, for work performed by a licensed contractor, require that the owner or operator of a well or production facility, when contracting for the performance of construction, alteration, demolition, installation, repair, or maintenance work, as defined, to be performed at the well or production facility, to require that its contractors and any subcontractors use a skilled and trained workforce, as defined, to perform all onsite work within an apprenticeable occupation, as defined, in the building and construction trades, as defined.

[SB 423](#)

(Stern D) Energy: renewable and zero-carbon resources.

Current Text: Amended: 5/20/2021 [html](#) [pdf](#)

Introduced: 2/12/2021

Last Amend: 5/20/2021

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

Location: 6/1/2021-A. DESK

Summary: The 100 Percent Clean Energy Act of 2018 established as a policy of the state that eligible renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers and 100% of electricity procured to serve all state agencies by December 31, 2045. Current law requires the Public Utilities Commission and State Energy Resources Conservation and Development Commission, in consultation with the State Air Resources Board, to take steps to ensure that a transition to a zero-carbon electric system for the State of California does not cause or contribute to greenhouse gas emissions increases elsewhere in the western grid. This bill would require the state board and Energy Commission to timely incorporate emerging renewable energy and firm zero-carbon resources, as defined, into its energy and resource planning processes, as specified.

[SB 499](#)

(Leyva D) General plan: land use element: uses adversely impacting health outcomes.

Current Text: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

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

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

Summary: Would prohibit the land use element from designating land uses that have the potential to significantly degrade local air, water, or soil quality or to adversely impact health outcomes in disadvantaged communities to be located, or to materially expand, within or adjacent to a disadvantaged community or a racially and ethnically concentrated area of poverty. By expanding the duties of cities and counties in the administration of their land use planning duties, the bill would impose a state-mandated local program.

[SB 500](#)

(Min D) Autonomous vehicles: zero emissions.

Current Text: Amended: 5/25/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Last Amend: 5/25/2021

Status: 6/2/2021-Read third time. Passed. (Ayes 29. Noes 7.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

Summary: Current law provides for various programs to promote the use of zero-emission vehicles, including the Clean Vehicle Rebate Project, which was established by the State Air Resources Board as a part of the Air Quality Improvement Program, to promote the use of zero-emission vehicles by providing rebates for the purchase of new zero-emission vehicles, and the Charge Ahead California Initiative, which establishes various goals, including the goal of placing in service at least 1,000,000 zero-emission and near-zero-emission vehicles by January 1, 2023. This bill, commencing January 1, 2030, and to the extent authorized by federal law, would also require the application to the DMV, for specified highly autonomous vehicles, as defined, to include a certification by the State Air Resources Board that the autonomous vehicle produces no tailpipe emissions of criteria pollutants, toxic air contaminants, and greenhouse gases when stationary or operating, including idling.

[SB 506](#)

(Jones R) California Environmental Quality Act: Greenhouse Gas Reduction Fund monies: greenhouse gas emissions: vegetation management projects.

Current Text: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

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 prohibit the Department of Forestry and Fire Protection from requiring applicants for a grant or other funds made available to the department from the Greenhouse Gas Reduction Fund to consider the greenhouse gas emissions impacts of vegetation management projects pursuant to the California Environmental Quality Act (CEQA) as a condition of applying for or receiving a grant or other funds from moneys made available to the department from the fund. The bill would define "vegetation management projects" as projects that improve forest health, reduce fuel loading, and reduce greenhouse gas emissions caused by uncontrolled wildfires that involve the thinning of overgrown brush and trees, as specified, by mechanical thinning, piling, pile burning, chipping, prescribed fire, cultural fire, or grazing.

[SB 527](#) (Melendez R) Greenhouse Gas Reduction Fund: high-speed rail: Salton Sea restoration.

Current Text: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

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

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

Summary: Would eliminate the continuous appropriation of 25% of the annual proceeds of Greenhouse Gas Reduction Fund to the High-Speed Rail Authority on June 30, 2022. The bill, beginning with the 2022-23 fiscal year, would annually transfer 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Salton Sea Restoration Fund. This bill contains other existing laws.

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

Current Text: Amended: 5/25/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

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.

[SB 551](#) (Stern D) California Electric Vehicle Authority.

Current Text: Amended: 5/20/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

Last Amend: 5/20/2021

Status: 6/3/2021-Referred to Coms. on A. & A.R. and TRANS.

Location: 6/3/2021-A. A. & A.R.

Summary: Would establish the California Electric Vehicle Authority within the Governor's office. The bill would require the authority to coordinate activities among state agencies to advance electric vehicle and zero-emission charging infrastructure deployment as well as ensure related equity, workforce development, economic development, and other needs are addressed, as specified. The bill would repeal these provisions on January 1, 2029.

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

Current Text: Amended: 5/20/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

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 impose 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.

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

Current Text: Amended: 3/4/2021 [html](#) [pdf](#)

Introduced: 2/18/2021

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.

[SB 643](#) (Archuleta D) Fuel cell electric vehicle fueling infrastructure and fuel production: statewide assessment.

Current Text: Amended: 5/20/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/20/2021

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

Location: 6/1/2021-A. DESK

Summary: Would, until January 1, 2030, require the State Air Resources Board, in consultation with the Energy Commission and the Public Utilities Commission, to prepare a statewide assessment of the fuel cell electric vehicle fueling infrastructure and fuel production needed to support the adoption of zero-emission trucks, buses, and off-road vehicles at levels necessary for the state to meet specified goals and requirements relating to vehicular air pollution. The bill would require the statewide assessment to consider all necessary fuel production and distribution infrastructure, as specified, to meet those goals and requirements and to examine existing and future fuel production and distribution infrastructure needs throughout the state, including in low-income communities.

[SB 662](#) (Archuleta D) Energy: transportation sector: hydrogen.

Current Text: Amended: 5/3/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

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: Would require the Public Utilities (PUC) to additionally evaluate and implement policies to promote the development of equipment and infrastructure needed to facilitate the use of hydrogen to fuel low-emission vehicles, as provided. The bill would require the PUC, in consultation with the State Air Resources Board and the Energy Commission, to authorize gas corporations to file applications for investments in programs to accelerate zero-emission vehicle transportation, defined to include both transportation electrification and the use of hydrogen when it is used as a transportation fuel in fuel cell electric vehicles, to advance specified environmental objectives.

[SB 669](#) (Borgeas R) California Renewables Portfolio Standard Program: bioenergy projects.

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Status: 3/3/2021-Referred to Com. on RLS.

Location: 2/19/2021-S. RLS.

Summary: Current law requires electrical corporations, by December 1, 2016, to collectively procure, through financial commitments of 5 years, their proportionate share of 125 megawatts of cumulative rated generating capacity from bioenergy projects commencing operation prior to June 1, 2013. Current law additionally requires a local publicly owned electric utility serving more than 100,000 customers to procure their proportionate shares of 125 megawatts of cumulative rated generating capacity from those kinds of bioenergy projects subject to terms of at least 5 years. This bill would make a nonsubstantive revision to a definition applicable to the above-described requirements for the procurement of generating capacity from bioenergy projects.

[SB 671](#) (Gonzalez D) Transportation: Clean Freight Corridor Efficiency Assessment.

Current Text: Amended: 4/28/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/28/2021

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

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

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.

[SB 726](#) (Gonzalez D) Alternative fuel and vehicle technologies: Sustainable Transportation Strategy.

Current Text: Amended: 4/21/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 4/21/2021

Status: 6/2/2021-Read third time. Passed. (Ayes 31. Noes 6.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 6/2/2021-A. DESK

Summary: Would require the state board and the State Energy Resources Conservation and Development Commission, in coordination with specified state agencies, to jointly develop, no later than January 1, 2024, a comprehensive transportation sustainability strategy to be known as the Sustainable Transportation Strategy. The bill would require the strategy to identify overall greenhouse gas emissions reductions goals and criteria pollutant reduction goals for the transportation sector, and to identify the sustainable transportation goals and programs that are intended to reduce emissions in the transportation sector to achieve those emissions reductions goals. The bill would require the strategy to develop deployment goals for each sustainable transportation goal and program identified in the strategy and would require specified state agencies to adopt those deployment goals.

[SB 751](#) (Gonzalez D) Environmental justice.

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Status: 3/3/2021-Referred to Com. on RLS.

Location: 2/19/2021-S. RLS.

Summary: Current law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. This bill would state the intent of the Legislature to enact subsequent legislation to promote environmental justice by ensuring that disadvantaged communities, often low-income communities of color, do not continue to be overburdened with unfair shares of pollution.

[SB 759](#) (Hueso D) Short-lived climate pollutants: methane: organic waste: landfills.

Current Text: Introduced: 2/19/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Status: 3/3/2021-Referred to Com. on RLS.

Location: 2/19/2021-S. RLS.

Summary: Current law requires the State Air Resources Board to complete, approve, and implement a comprehensive strategy to reduce emissions of short-lived climate pollutants in the state and to achieve a reduction in the statewide emissions of methane by 40%, hydrofluorocarbon gases by 40%, and anthropogenic black carbon by 50% below 2013 levels by 2030, as provided. Current law requires the methane emissions reduction goals to include specified targets to reduce the landfill disposal of organics. This bill would make a nonsubstantive change to that latter provision.

[SB 771](#) (Becker D) Sales and Use Tax Law: zero emissions vehicle exemption.

Current Text: Amended: 5/11/2021 [html](#) [pdf](#)

Introduced: 2/19/2021

Last Amend: 5/11/2021

Status: 5/26/2021-Read third time. Passed. (Ayes 34. Noes 4.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

Location: 5/26/2021-A. DESK

Summary: Current state sales and use tax laws impose a tax on retailers measured by the 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. The Sales and Use Tax Law provides various exemptions from those taxes. This bill, on or after January 1, 2022, 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, as defined, sold to a qualified buyer, as defined. The bill would provide that this exemption does not apply to specified state sales and use taxes from which the proceeds are deposited into the Local Revenue Fund, the Local Revenue Fund 2011, or the Local Public Safety Fund.

[SCA 4](#) (Wilk R) Legislature: 2-year budget.

Current Text: Introduced: 2/17/2021 [html](#) [pdf](#)

Introduced: 2/17/2021

Status: 4/7/2021-Referred to Coms. on B. & F.R. and E. & C.A.

Location: 4/7/2021-S. BUDGET & F.R.

Summary: Would limit the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. The measure would require the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session, and would require the Legislature to adopt by June 15 of the first calendar year of the biennium of the legislative session a Budget Bill that appropriates funds to support state government for the next 2-year fiscal period commencing on July 1. The measure, in the second year of the regular session, would limit the Legislature to considering or acting upon only legislation other than the Budget Bill and related bills. The Legislature, by a 2/3 vote of each house, would be authorized, however, to amend an enacted Budget Bill and related bills in both calendar years of the biennium.

Total Measures: 94

Total Tracking Forms: 94