

BILL	AUTHOR	STATUS	SUMMARY
AB 176	Cervantes	Amended June 12, 2019. Senate Committee on Rules.	<p>Existing Law: The California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority (CAEATFA). The act authorizes, until January 1, 2021, the authority to provide financial assistance in the form of a sales and use tax exclusion for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, the reduction of greenhouse gases, or the reduction in air and water pollution or energy consumption. The act prohibits the sales and use tax exclusions from exceeding \$100,000,000 for each calendar year. The act requires the authority to evaluate a project application based on specified criteria, including, among others, the extent to which the project will create new, permanent jobs in the state.</p> <p>Proposed Law: This bill instead would require CAEATFA to evaluate a project application for the extent to which the project will create new, or result in the loss of, permanent, full-time jobs in the state. This bill would include a change in state statute that would result in a taxpayer paying a higher tax within the meaning of Section 3 of Article of the California Constitution, and thus would require for passage the approval of 2/3 of the membership of each house of the Legislature. This bill would take effect immediately as a tax levy.</p>
AB 296	Cooley	Amended May 1, 2019. Senate Committee on Environmental Quality & Committee on Governance and Finance.	<p>Existing Law: The State Energy Resources Conservation and Development Commission is required to develop and implement the Electric Program Investment Charge 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. Existing law authorizes an individual to contribute amounts in excess of their personal income tax liability for the support of specified funds. Under existing law, there are general administrative provisions applicable to these voluntary contributions, which, among other things, provide for the disbursement of contributions following the repeal of the fund's provisions and require undesignated funds to be transferred to the General Fund. Existing law requires any new or extended voluntary contribution to include the words "voluntary tax contribution" in the name of the fund, to require the administering agency to include specified information about the fund on its internet website, to continuously appropriate from the fund the contributions made to the administering agency, to set a minimum contribution amount for the continuation of any voluntary tax contribution on the tax return form, and to include a generally applicable repeal date for a voluntary tax contribution.</p> <p>Proposed Law: This bill would establish the Climate Innovation Grant Program, to be administered by Strategic Growth Council. The program would award grants in the form of matching funds for the development and research of new innovations and technologies to address issues related to emissions of greenhouse gases and impacts caused by climate change. The bill would establish the Climate Innovation Fund in the State Treasury and would continuously appropriate the moneys in the fund to the council for purposes of the program. The bill would repeal the program on January 1, 2031. This bill would allow an individual to designate on their tax return that a specified amount in excess of their personal income tax liability be transferred to the Climate Innovation Voluntary Tax Contribution Account, which would be created by this bill. The bill would conform with those aforementioned administrative requirements by continuously appropriating those funds to the Franchise Tax Board and the Controller for administrative costs and to the Climate Innovation Fund. The bill would also conform</p>

			by requiring the Strategic Growth Council to comply with certain internet website reporting requirements. The bill would repeal these provisions as of December 1 of the year that the minimum contribution amount of \$250,000 is not met or by the specified repeal date.
AB 753	Eduardo Garcia	Amended May 20, 2019. Senate Committee on Transportation & Committee on Environmental Quality.	<p>Existing Law: The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, is administered by the State Energy Resources Conservation and Development Commission (CEC), and the Air Quality Improvement Program, administered by the State Air Resources Board (ARB). Existing law requires the Alternative and Renewable Fuel and Vehicle Technology Program to provide funding measures 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. Existing law requires CEC to give preference to those projects that maximize the goals of the program.</p> <p>Proposed Law: This bill would require CEC to make available of the moneys available for allocation as part of the Alternative and Renewable Fuel and Vehicle Technology Program specified percentages for projects to produce alternative and renewable low-carbon fuels in the state and to research, develop, produce, and deploy innovative and emerging fuels.</p>
AB 793	Ting	Amended April 01, 2019. Senate Committee on Environmental Quality.	<p>Existing Law: The California Integrated Waste Management Act of 1989, which is administered by CalRecycle, requires each city, county, and regional agency to develop a source reduction and recycling element of an integrated waste management plan. The act defines "biomass conversion" to mean the production of heat, fuels, or electricity by the controlled combustion of, or the use of other non-combustion thermal conversion technologies on, specified materials when separated from other solid waste.</p> <p>Proposed Law: This bill would revise that definition of "biomass conversion" and would define "biomass" for purposes of the act. The bill would also update cross references to those definitions.</p>
AB 1083	Burke	Amended May 7, 2019. Senate Committee on Rules.	<p>Existing Law: Existing law requests the California Council on Science and Technology to undertake and complete a study analyzing the regional and gas corporation specific issues relating to minimum heating value and maximum siloxane specifications adopted by the Public Utilities Commission for biomethane before it can be injected into common carrier gas pipelines.</p> <p>Proposed Law: This bill would, until January 1, 2023, request the council upon request by the chairperson of a fiscal committee or certain policy committees of either the Assembly or Senate, the Speaker of the Assembly, or the President pro Tempore of the Senate, to undertake and complete an analysis of the effects of legislation proposing to mandate procurement of electricity products, gas products, energy storage resources, or electrical or gas infrastructure by an electrical corporation, gas corporation, community choice aggregator, electric service provider, local publicly owned electric or gas utility, or any state-level energy procurement entity. The bill would request that the analysis be in writing and include relevant data on specified subjects, and would request that the council provide the written analysis to those policy and fiscal committees of the Legislature within 60 days of the request. Upon providing the written analysis to those committees, the bill would request the council contemporaneously post the analysis on its internet website and make a copy of the analysis available to a member of the public upon request.</p>
AB 1406	O'Donnell	Amended April 11, 2019.	Existing Law: Establishes the California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007, which includes the Alternative and Renewable Fuel and Vehicle Technology Program, administered by the State Energy Resources Conservation and

		Senate Committee on Transportation.	<p>Development Commission (CEC). Existing law requires the CEC, as part of the Alternative and Renewable Fuel and Vehicle Technology Program, to provide funding measures 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. Existing law requires the CEC to give preference to those projects that maximize the goals of the program based on specified criteria.</p> <hr/> <p>Proposed Law: This bill would require the commission, for the moneys available for allocation as part of the program, to and no less than 10% for alternative fuel and advanced technology vehicles.</p>
SB 43	Allen	<p>Amended May 21, 2019.</p> <p>Assembly Committee on Natural Resources & Committee on Revenue and Taxation.</p>	<p>Existing Law: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (ARB) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases (GHG). The state ARB is required to approve a statewide GHG emissions limit equivalent to the statewide GHG emissions level in 1990 to be achieved by 2020 and to ensure that statewide GHG emissions are reduced to at least 40% below the 1990 level by 2030. The Sales and Use Tax Law imposes 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.</p> <hr/> <p>Proposed Law: This bill would require the state ARB, no later than January 1, 2022, to submit a report to the Legislature on the findings from a study to determine the feasibility and practicality of assessing the carbon intensity of all retail products subject to the tax imposed pursuant to the Sales and Use Tax Law.</p>
SB 44	Skinner	<p>Amended May 1, 2019.</p> <p>Assembly Committee on Transportation & Committee on Natural Resources.</p>	<p>Existing Law: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (ARB) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases (GHGs). The act authorizes the state ARB to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state ARB 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. 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 including, but not limited to, technology development, demonstration, precommercial pilots, and early commercial deployments of zero- and near-zero-emission medium- and heavy-duty truck technology.</p> <hr/> <p>Proposed Law: This bill would require the state ARB, no later than January 1, 2021, in consultation with the Department of Transportation, the State Energy Resources Conservation and Development Commission, and the Governor's Office of Business and Economic Development and in collaboration with relevant stakeholders, to update the state board's 2016 mobile source strategy to include a comprehensive strategy for the deployment of medium-duty and heavy-duty vehicles in the state for the purpose of bringing the state into compliance with federal ambient air quality standards and reducing motor vehicle greenhouse gas emissions from the medium- and heavy-duty vehicle sector. The bill would require the state ARB to recommend reasonable and achievable goals, based on specified factors, for reducing emissions from medium- and heavy-duty vehicles by 2030 and 2050, respectively, as part of the comprehensive strategy. The bill also would require the state board to include other specified information in the updates to the 2016 mobile source strategy. The bill would authorize the state ARB to establish a process to identify medium-duty and heavy-duty vehicle</p>

			<p>segments that can more quickly reduce motor vehicle emissions, consistent with the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program and a beachhead market analysis. The bill, if the state board does that identification, would require the state ARB to implement additional emissions reduction strategies and motor vehicle deployment goals consistent with the comprehensive strategy. This bill would state that 10% of the annual proceeds of the Greenhouse Gas Reduction Fund will be appropriated in each annual Budget Act through the 2024â€“25 fiscal year to the state ARB for the California Clean Truck, Bus, and Off-Road Vehicle and Equipment Technology Program to support the commercialization and deployment of medium-duty and heavy-duty vehicles that reduce GHG emissions.</p>
SB 457	Hueso	<p>Introduced February 21, 2019.</p> <p>Assembly Committee on Utilities and Energy.</p>	<p>Existing Law: The Public Utilities Commission (PUC) has regulatory authority over public utilities, including gas corporations. Existing law authorizes the PUC to fix the rates and charges for every public utility and requires that those rates and charges be just and reasonable. Existing law requires the PUC to adopt policies and programs that promote the in-state production and distribution of biomethane, and that facilitate the development of a variety of sources of in-state biomethane. The PUC has adopted 2 decisions implementing these requirements, the 2nd of which adopted a 5-year monetary incentive program effective June 11, 2015, for biomethane projects. Existing law requires the PUC to modify the monetary incentive program in specified respects and to extend the program until December 31, 2021.</p> <hr/> <p>Proposed Law: This bill would require the commission to extend the program until December 31, 2026.</p>
SB 515	Caballero	<p>Amended April 8, 2019.</p> <p>Assembly Committee on Utilities and Energy & Committee on Natural Resources.</p>	<p>Existing Law: The Public Utilities Commission (PUC) has regulatory authority over public utilities, including electrical corporations. The California Renewables Portfolio Standard Program requires the PUC establish a renewables portfolio standard requiring all retail sellers, including electrical corporations, to procure a minimum quantity of electricity products from eligible renewables energy resources, so that the total kilowatthours of those products sold to their retail end-use customers achieves 25% of retail sales by December 31, 2016, 33% by December 31, 2020, 44% by December 31, 2024, 52% by December 31, 2027, and 60% by December 31, 2030. The program requires electrical corporations, by December 1, 2016, to collectively procure, through 5-year financial commitments, their proportionate share of 125 megawatts of cumulative rated generating capacity from bioenergy projects that commenced operation prior to June 1, 2013, and that each produces its generation using specified minimum percentages of certain types of forest feedstock. The PUC has adopted resolutions establishing fuel or feedstock procurement requirements for generation from bioenergy projects intended to reduce wildfire risks that are applicable to the state's 3 largest electrical corporations.</p> <hr/> <p>Proposed Law: This bill would expand the fuels and feedstocks that are eligible to meet these wildfire risk reduction fuel and feedstock requirements to include biomass diverted from specified higher fire-risk zones.</p>
SB 667	Hueso	<p>Amended April 29, 2019.</p> <p>Assembly Committee on Natural Resources.</p>	<p>Existing Law: (1) The California Global Warming Solutions Act of 2006 designates the State Air Resources Board (ARB) as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases (GHGs). The act authorizes state ARB to include the use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board as a part of the market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund. Existing law establishes the CalRecycle Greenhouse Gas Reduction Revolving Loan Program, administered by the CalRecycle, to provide loans to reduce the</p>

		<p>emissions of GHGs by promoting in-state development of infrastructure to process organic and other recyclable materials into new value-added products. Existing law requires the CalRecycle, with additional moneys from the Greenhouse Gas Reduction Fund to administer a grant program to provide financial assistance, in the form of grants, incentive payments, contracts, or other funding mechanisms, to reduce the emissions of GHGs by promoting in-state development of infrastructure, food waste prevention, or other projects to reduce organic waste or process organic and other recyclable materials into new, value-added products. (2) The California Alternative Energy and Advanced Transportation Financing Authority Act creates the Alternative Energy and Advanced Transportation Financing Authority to provide financial assistance for the development and deployment of alternative energy and renewable energy technologies, and provides that it is the purpose of the act to advance the state's goals of reducing the levels of GHG emissions and increasing the deployment of sustainable and renewable energy sources, among other things.</p> <hr/> <p>Proposed Law: (1) This bill would require CalRecycle to develop, on or before January 1, 2021, and would authorize CalRecycle to amend, a 5-year investment strategy to drive innovation and support technological development and infrastructure, in order to meet specified organic waste reduction and recycling targets. The bill would require, on or before June 1, 2021, CalRecycle, in coordination with the Treasurer, to develop financial incentive mechanisms, including loans and incentive payments, to fund organic waste recycling diversion and recycling infrastructure. The bill would create the California Recycling Infrastructure Investment Account in the State Treasury, to be administered by the Treasurer. The bill would require the Treasurer to coordinate with the States of Nevada, Oregon, and Washington on infrastructure financing to support the recycling needs of the region and to create an advisory stakeholder committee to support development of interstate recycling infrastructure and markets for recyclable materials. (2) This bill would additionally provide that it is the purpose of the act to provide an alternative method of financing in providing and promoting the establishment of facilities needed to develop organic waste diversion technologies.</p>
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