

**STATUS OF STATE LEGISLATIVE BILLS PRESENTED TO THE  
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE  
2017-2018 SESSION  
FEBRUARY 16, 2017**

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AB 18	Garcia	Introduced December 05, 2016  Assembly Committee on Appropriations	<p><b>Existing Law:</b> Under existing law, programs have been established pursuant to bond acts for, among other things, the development and enhancement of state and local parks and recreational facilities.</p> <hr/> <p><b>Proposed Law:</b> This bill would enact the California Clean Water, Climate, and Coastal Protection and Outdoor Access For All Act of 2018, if approved by the voters, would authorize the issuance of bonds in an amount of \$3 billion pursuant to the State General Obligation Bond Law to finance a clean water, climate, and coastal protection and outdoor access for all program. The sum of \$600M shall be available to plan, develop, and implement climate adaptation and resiliency projects of which \$50M for projects that reduce fire risk, improve forest health, and provide feedstock for compost, energy, or alternative fuel facilities and \$10M for projects that improve agricultural and open-space soil health, to improve carbon soil sequestration, erosion control, water quality and retention.</p>	
AB 33	Quirk	Introduced December 05, 2016  Assembly 1st Reading	<p><b>Existing Law:</b> AB 32 authorizes CARB to include the use of market-based compliance mechanisms. Existing 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 GGRF and to be available upon appropriation by the Legislature.</p> <hr/> <p><b>Proposed Law:</b> This bill would state the intent of the Legislature to enact legislation to reduce net emissions from GHG from transportation by imposing fees and granting rebates on sales of new automobiles and light trucks.</p>	
AB 96	Ting	Introduced January 10, 2017  Assembly Committee on Budget	<p><b>Existing Law:</b> Budget Act of 2017.</p> <hr/> <p><b>Proposed Law:</b> This bill would make appropriations for the support of state government for the 2017-18 fiscal year. More than \$100M appropriated to CalRecycle for Waste Reduction and Management from several funds.</p>	

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AB 151	Burke and Cooper	Introduced January 11, 2017  Assembly 1st Reading	<p><b>Existing Law:</b> AB 32 authorizes CARB to include the use of market-based compliance mechanisms and to adopt a regulation that establishes a system of market-based declining annual aggregate emissions limits for sources or categories of sources that emit GHG, applicable from January 1, 2012, to December 31, 2020.</p> <hr/> <p><b>Proposed Law:</b> This bill would state the intent of the Legislature to enact legislation that authorizes CARB to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide GHG emissions limit of at least 40% below the 1990 level by 2030.</p>	
AB 178	Eggman	Introduced January 18, 2017  Assembly 1st Reading	<p><b>Existing Law:</b> The California Beverage Container Recycling and Litter Reduction Act finds and declares that experience in this state and others demonstrates that financial incentives and convenient return systems ensure the efficient and large-scale recycling of beverage containers.</p> <hr/> <p><b>Proposed Law:</b> This bill would remove the reference to experience in this state and others, and instead find and declare that financial incentives and convenient return systems ensure the efficient and large-scale recycling of beverage containers.</p>	
AB 302	Gipson	Introduced February 06, 2017  Assembly 1st Reading	<p><b>Existing Law:</b> Existing law requires all moneys, except for fines and penalties, collected by CARB from a market-based compliance mechanism to be deposited in the GGRF and to be available upon appropriation by the Legislature. Existing law requires the Department of Finance to develop a 3-year investment plan for the moneys deposited in the GGRF. Existing law requires appropriations from the fund to be made in the annual Budget Act.</p> <hr/> <p><b>Proposed Law:</b> This bill would make technical, non-substantive changes to those provisions.</p>	
AB 311	Mathis	Introduced February 06, 2017  Assembly 1st Reading	<p><b>Existing Law:</b> Existing law requires CARB, 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 SB 1383 (2016).</p> <hr/> <p><b>Proposed Law:</b> This bill would make technical, non-substantive changes to those provisions.</p>	

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AB 319	Stone	Introduced February 06, 2017  Assembly 1st Reading.	<p><b>Existing Law:</b> AB 939 requires every rigid plastic packaging container sold or offered for sale in this state, to generally meet one of specified criteria.</p> <hr/> <p><b>Proposed Law:</b> This bill would prohibit a retailer, on and after January 1, 2020, from selling or offering for sale a single-use plastic beverage container with a cap that is not tethered to or contiguously affixed to the beverage container.</p>	
AB 378	Garcia, Holden, and Garcia	Introduced February 9, 2017  Assembly 1st Reading	<p><b>Existing Law:</b> AB 32 requires CARB, when adopting rules and regulations to achieve GHG emissions reductions beyond the statewide GHG emissions limit and to protect the state's most impacted and disadvantaged communities, to follow specified requirements, consider the social costs of the emissions of greenhouse gases, and prioritize specified emission reduction rules and regulations.</p> <hr/> <p><b>Proposed Law:</b> This bill would additionally require CARB to consider and account for the social costs of the emissions and GHG when adopting those rules and regulations. The bill would authorize CARB to adopt or subsequently revise new regulations that establish a market-based compliance mechanism, applicable from January 1, 2021, to December 31, 2030, to complement direct emissions reduction measures in ensuring that statewide GHG emissions are reduced to at least 40% below the 1990 level by 2030. This bill would require CARB to adopt the most effective and equitable mixes of emissions reduction measures and ensure that emissions reduction measures collectively and individually support achieving air quality and other environmental and public health goals.</p>	
AB 444	Ting and Gray	Introduced February 13, 2017  Assembly 1st Reading	<p><b>Existing Law:</b> The Medical Waste Management Act, among other things, authorizes a local agency to approve, as part of a medical waste management program, a location as a point of consolidation for the collection of home-generated sharps waste, which, after collection, is transported and treated as medical waste. The act requires sharps containers at a home-generated sharps consolidation point that are ready for disposal to not be held more than 7 days, except as provided.</p> <hr/> <p><b>Proposed Law:</b> This bill would extend the time period that sharps containers at a home-generated sharps consolidation point may be held from 7 to 14 days.</p>	

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AB 509	Frazier	<p><b>Introduced February 13, 2017</b></p> <p><b>Assembly 1st Reading</b></p>	<p><b>Existing Law:</b> The California Tire Recycling Act requires, until January 1, 2024, a person who purchases a new tire to pay a California tire fee of \$1.75 per tire, for deposit in the California Tire Recycling Management Fund, for expenditure by CalRecycle upon appropriation by the Legislature, to fund the waste tire program and for other purposes, including to pay for the costs associated with a waste tire and used tire hauler program and manifest system, as provided. After January 1, 2024, existing law reduces the tire fee to \$0.75 per tire. Under the act, until June 30, 2019, the Rubberized Pavement Market Development Act provides for the award of grants to certain public agency projects that use rubberized asphalt concrete.</p> <hr/> <p><b>Proposed Law:</b> This bill would require, until January 1, 2024, a waste tire generator that is a retail seller of new tires to end user purchasers to pay a California tire regulatory fee and to remit that fee to the state on a quarterly schedule for deposit in the California Tire Recycling Management Fund. The bill would require CalRecycle to establish the California tire regulatory fee in an amount that does not exceed \$1 per new tire sold. Additionally, this bill would repeal the Rubberized Pavement Market Development Act and instead enact the Tire Recycling Incentive Program Act. The bill would require CalRecycle to establish this incentive program to make payments to entities that purchase waste tire material for incorporation in a product for sale to end users.</p>	
AB 514	Salas	<p><b>Introduced February 13, 2017</b></p> <p><b>Assembly 1st Reading</b></p>	<p><b>Existing Law:</b> Existing law requires the Department of Toxic Substances Control to convene a Retail Waste Working Group, as prescribed, to consider and make findings and recommendations relating to requirements for the management of surplus household consumer products, waste reduction opportunities for those products, and waste management requirements, as specified. Existing law requires the working group to report these findings and recommendations to the Legislature by June 1, 2017.</p> <hr/> <p><b>Proposed Law:</b> This bill would express the intent of the Legislature to adopt those recommendations later in the current legislative session.</p>	

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SB 5	De Leon	<p><b>Introduced December 05, 2016</b></p> <p><b>Senate Committee on Natural Resources and Water, and Governance and Finance</b></p>	<p><b>Existing Law:</b> Under existing law, programs have been established pursuant to bond acts for, among other things, the development and enhancement of state and local parks and recreational facilities.</p> <hr/> <p><b>Proposed Law:</b> This bill would enact the California Drought, Water, Parks, Climate, Coastal Protection, and Outdoor Access For All Act of 2018, if approved by the voters, would authorize the issuance of bonds in an amount of \$3 billion pursuant to the State General Obligation Bond Law to finance a drought, water, parks, climate, coastal protection, and outdoor access for all program. The sum of \$400M shall be available as competitive grants for projects that plan, develop, and implement climate adaptation and resiliency projects. Eligible projects include those that reduce fire risk, improve forest health, and provide feedstock for compost, energy, or alternative fuels facilities.</p>	
SB 53	Hueso	<p><b>Introduced December 05, 2016</b></p> <p><b>Senate Committee on Transportation and Housing</b></p>	<p><b>Existing Law:</b> Existing federal law authorizes a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system.</p> <hr/> <p><b>Proposed Law:</b> This bill would authorize a vehicle operated by an engine fueled primarily by natural gas to exceed these weight limits, up to a specified maximum, by an amount equal to the difference between the weight of the vehicle attributable to the natural gas tank and fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system.</p>	
SB 60	Glazer and McGuire	<p><b>Introduced December 21, 2016</b></p> <p><b>Senate Committee on Environmental Quality</b></p>	<p><b>Existing Law:</b> The California Beverage Container Recycling and Litter Reduction Act requires CalRecycle to annually designate convenience zones, as defined, statewide and requires at least one certified recycling center or location within every convenience zone that accepts all types of empty beverage containers and pays the refund value at one location, and that is open for business 30 hours per week.</p> <hr/> <p><b>Proposed Law:</b> This bill, until July 1, 2017, would exempt from the requirement that each convenience zone be served by at least one certified recycling center (1) a convenience zone that was served by or exempted because of a recycling center that closed between January 1, 2016, and March 31, 2016, or that is closed as a result of an action taken by CalRecycle on or after July 1, 2016, and (2) a convenience zone that is in a jurisdiction with a land use restriction that prevents the siting or operation of a certified recycling center on or after July 1, 2016.</p>	

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SB 72	Mitchell	Introduced January 10, 2017  Senate Committee on Budget and Fiscal Review	<p><b>Existing Law:</b> Budget Act of 2017.</p> <hr/> <p><b>Proposed Law:</b> This bill would make appropriations for the support of state government for the 2017-18 fiscal year. More than \$100M appropriated to CalRecycle for Waste Reduction and Management from several funds.</p>	
SB 168	Wieckowski	Introduced January 23, 2017  Senate Committee on Rules	<p><b>Existing Law:</b> The California Beverage Container Recycling and Litter Reduction Act requires processors, and distributors of beverage containers to report specified information to the department, in the form and manner prescribed by CalRecycle.</p> <hr/> <p><b>Proposed Law:</b> This bill would explicitly authorize CalRecycle to require the information to be submitted electronically.</p>	
SB 212	Jackson	Introduced February 01, 2017  Senate Committee on Environmental Quality	<p><b>Existing Law:</b> The Medical Waste Management Act, administered by the California Department of Public Health, regulates the management and handling of medical waste.</p> <hr/> <p><b>Proposed Law:</b> This bill adds to the Act a definition of "home-generated pharmaceutical waste" as a prescription or over-the-counter human or veterinary home-generated pharmaceutical that is waste and is derived from a household, including, but not limited to, a multifamily residence or household.</p>	