

**STATUS OF LEGISLATIVE BILLS PRESENTED TO THE
LOS ANGELES COUNTY INTEGRATED WASTE MANAGEMENT TASK FORCE
2019-2020 SESSION
OCTOBER 17, 2019**

Bill	Author	Topic	Task Force Position	Status
AB 54	Ting	The California Beverage Container Recycling and Litter Reduction Act	Support	Chaptered
AB 142	Garcia	Lead-acid batteries	Support	Chaptered
AB 187	Cristina Garcia and Bigelow	Used Mattress Recovery and Recycling Act	Support	Chaptered
AB 293	Eduardo Garcia	Greenhouse gases: offset protocols	Support if Amended / Oppose Unless Amended	Chaptered
AB 296	Cooley	Climate change: Climate Innovation Grant Program: voluntary tax contributions	Support if Amended	Vetoed
AB 614	Eggman	Income taxes: credits: food banks	Support	Chaptered
AB 619	Chiu	Retail food: reusable containers: multiuse utensils.	Support and Amend	Chaptered
AB 729	Chu	Carpet recycling: carpet stewardship.	Support	Chaptered
AB 792	Ting	Recycling: plastic containers: minimum recycled content and labeling.	Support	Vetoed

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Bill	Author	Topic	Task Force Position	Status
AB 815	Aguiar-Curry	Integrated waste management plans: source reduction and recycling element and household hazardous waste element: dual stream recycling programs.	Oppose Unless Amended	Chaptered
AB 827	McCarthy	Solid waste: commercial and organic waste: recycling bins.	Support If Amended	Chaptered
AB 1583	Eggman	The California Recycling Market Development Act.	Watch	Chaptered
SB 457	Hueso	Biomethane: gas corporations.	Support	Chaptered
SB 552	Archuleta	Hazardous waste: household hazardous waste: door-to-door collection programs: residential pickup services.	Support	Chaptered
SB 726	Caballero	Hazardous waste: public agencies: materials exchange program.	Support	Chaptered

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29	SB 405	Archuleta	Solid waste: reclaimed asphalt pavement: pilot project: the County of Los Angeles.	<p>Staff Recommends:</p> <p style="text-align: center;">Support</p>	<p>This bill would authorize a pilot program in Los Angeles County relative to the study of recycled asphalt for effectiveness of using certain types of recycled asphalt when paving streets, roads, and highways. Initiates a pilot project in the County of Los Angeles that will demonstrate a new repaving process utilizing a recycled asphalt content of up to 85% to 100%. There are currently more than 30 piles of asphalt material stockpiled from Orange to Ventura Counties and in every county in between.</p> <p>Staff recommends Support, as the bill further develops a secondary market for recycling of street grindings and will help reduce the number of asphalt stockpiles throughout California.</p>
30	SB 409	Wilk	Illegal dumping	<p>Staff Recommends:</p> <p style="text-align: center;">Support</p>	<p>This bill would expand the crime of illegal dumping to include the transporting of waste matter, rocks, concrete, asphalt, or dirt for the purpose of dumping; makes it a crime to dump, deposit or receive waste matter, rocks, concrete or asphalt, or dirt on private property with the consent of the owner if a permit or license was required but not obtained; increases the fines for illegal dumping; and makes it illegal to transport commercial quantities to dump in specified locations.</p> <p>Staff recommends Support, as the bill will help to ensure that waste is properly processed, reducing environmental damage and public health risks.</p>

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Federal Legislation:

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36	HR 4050	Omar	Zero Waste Act	<p>Staff Recommends: Support if Amended</p>	<p>This bill creates a \$250,000,000 federal grant program for fiscal years 2020 through 2027, giving priority to jurisdictions with zero waste policy while promoting waste prevention initiatives: source reduction, reuse, recycling infrastructure, and market development projects. The bill specifically excludes programs and/or efforts that would recover energy from waste.</p> <p>Staff recommends Support if Amended to expand the bill's provisions to include conversion technologies for the recovery of energy or fuel from waste.</p>

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AB 54	Ting	Chaptered October 12, 2019.	<p>Existing Law: (1) The California Beverage Container Recycling and Litter Reduction Act (Act), requires CalRecycle to annually designate convenience zones and requires that at least one certified recycling center that meets certain requirements be located within every convenience zone. The Act requires dealers within a convenience zone where no recycling location has been established, or within a convenience zone that is unserved for 60 days and not exempt from convenience zone requirements, to submit an affidavit to CalRecycle stating that the dealer has met specified standards for redemption, including, among others, that the dealer is redeeming all empty beverage container types at all open cash registers or at one designated location on the dealer's premises, during all hours that the dealer is open for business. If the dealer does not submit that affidavit, existing law requires the dealer to pay \$100 per day to CalRecycle, for deposit in the continuously appropriated California Beverage Container Recycling Fund, until a recycling location is established or until the dealer meets the standards for redemption specified in the affidavit provision. (2) The Act, until January 1, 2020, authorizes up to 5 limited-term recycling pilot projects, subject to CalRecycle approval, that are designed to improve redemption opportunities in unserved convenience zones. The act subjects each pilot project to certain requirements, including, among others, that the pilot project not establish a redemption location outside of a convenience zone.</p> <p>Proposed Law: (1) This bill, until March 1, 2020, would exempt from those duties dealers located in a convenience zone that was served by a recycling center that closed between August 1, 2019, and September 1, 2019, at the initiation of the recycler. The bill would also, until July 1, 2020, exempt from those duties a dealer located in an unserved convenience zone if a completed application for a recycling center located anywhere in the convenience zone is pending before CalRecycle and the dealer and the recycling center submit a letter to CalRecycle stating that the recycling center intends to serve that convenience zone. The bill, until July 1, 2020, would make such a recycling center eligible to receive handling fees for redeemed beverage containers once its application is approved. (2) This bill would extend the operation of that authorization until January 1, 2022, and would revise the pilot project requirements, including, among other revisions, prohibiting a pilot project from establishing a redemption location outside of the pilot project area rather than outside of a convenience zone. The bill would authorize CalRecycle, for the 2019-2020 fiscal year to the 2021-2022 fiscal year, inclusive, to expend up to a total of \$5,000,000 from the fund to support the pilot projects. By authorizing expenditures from a continuously appropriated fund for a new purpose, the bill would make an appropriation. (3) This bill would authorize the Director of Finance to approve the</p>	Request for Signature Letter sent to Governor Newsom on September 30, 2019.

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			expenditure of up to \$5,000,000 from the fund for supplemental payments to recycling centers if certain conditions are met, thereby making an appropriation. This bill would declare that it is to take effect immediately as an urgency statute.	
AB 142	Garcia	Chaptered October 13, 2019.	<p>Existing Law: (1) The Lead-Acid Battery Recycling Act of 2016 prohibits a person from disposing, or attempting to dispose, of a lead-acid battery at a solid waste facility or on or in any land, surface waters, watercourses, or marine waters, but authorizes a person to dispose of a lead-acid battery at certain locations. The act requires, until March 31, 2022, a manufacturer battery fee of \$1 to be imposed on a manufacturer of lead-acid batteries for each lead-acid battery it sells at retail to a person in California, or that it sells to a dealer, wholesaler, distributor, or other person for retail sale in California. The act requires the manufacturer battery fee to be paid to the California Department of Tax and Fee Administration (CDTFA) and requires dealers and manufacturers of lead-acid batteries to register with the department. The act defines "manufacturer" for these purposes. The act requires manufacturer battery fees remitted pursuant to the act to be credited against amounts owed by the manufacturer to the state under a judgment or determination of liability under specific hazardous materials provisions or any other law for removal, remediation, or other response costs relating to a release of a hazardous substance from a lead-acid battery recycling facility. (2) The act imposes a California battery fee on a person for specified types of replacement lead-acid batteries purchased from a dealer. (4) The act creates in the State Treasury the Lead-Acid Battery Cleanup Fund and requires that the fees collected pursuant to the act, except for specified administrative expenses, be deposited into the fund, and provides that moneys in the fund are available upon appropriation by the Legislature to the department for specified activities, including the investigation, site evaluation, cleanup, remedial action, removal, monitoring, or other response actions at any area of the state that is reasonably suspected to have been contaminated by the operation of a lead-acid battery recycling facility, and for the repayment of specified loans.</p> <p>Proposed Law: (1) This bill would, on and after April 1, 2022, increase the amount of the manufacturer battery fee to \$2 and would provide that the fee would continue indefinitely. The bill, on and after January 1, 2020, would authorize a person who manufactures a lead-acid battery and is not subject to the jurisdiction of the state to agree in writing with the importer, as defined, of that lead-acid battery to pay the manufacturer battery fee on behalf of the importer. The bill would require CalRecycle on or before January 1, 2022, to submit to the Legislature a report that includes, among other things, any regulations or policies adopted by the department for purposes of ensuring compliance with the registration, returns, reporting, payments, audits,</p>	Request for Signature Letter sent to Governor Newsom on September 23, 2019.

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			<p>refunds, or collection requirements related to the manufacturer battery fee. The bill would require a manufacturer, if a lead-acid battery is sold or will be used in a manner or for a purpose entitling the manufacturer to regard the purchase as not subject to the manufacturer battery fee, to written documentation from the purchaser certifying that the lead-acid battery will be used in a manner or for a purpose entitling the manufacturer to regard the purchase as not subject to the manufacturer battery fee. The bill would make a purchaser who subsequently sells or uses the lead-acid battery, such that no exception to the requirement to pay the applicable fee or fees applies, liable for the payment of any applicable fees. The bill would make a purchaser who subsequently sells or uses the lead-acid battery, such that no exception to the requirement to pay the applicable fee or fees applies, liable for the payment of any applicable fees. This bill would additionally require that manufacturer battery fees remitted pursuant to the act be credited to the account of the manufacturer remitting those fees. The bill would require that a person who agrees in writing to pay the manufacturer battery fee on behalf of an importer be credited for a payment of the manufacturer battery fee only if certain conditions are met, including that the person provide to the purchaser of a lead-acid battery a statement that includes specified information on the invoice, contract, or other record documenting the transaction. The bill would relieve a purchaser of a lead-acid battery who receives that statement in a timely manner, and any subsequent purchaser of that battery, from liability for the manufacturer battery fee that would otherwise be imposed on the sale of that battery, provided that the manufacturer remits payment of the manufacturer battery fee to the state for the sale of that battery. The bill would authorize an importer who has paid the manufacturer battery fee and who receives an untimely statement that the fee has been paid for that battery to file a claim for a refund of any overpaid fees. The bill would authorize CalRecycle to disclose the name, address, account number, and account status of a person registered with the department to pay the manufacturer battery fee. The bill would provide that account status does not include the amount of the manufacturer battery fee paid by any person. (2) This bill would provide, on and after January 1, 2020, if a new motor vehicle dealer sells or leases to a person a used vehicle into which the new motor vehicle dealer has incorporated a replacement lead-acid battery, that the California battery fee does not apply to the person with regard to that replacement lead-acid battery. The bill would require a dealer, if a lead-acid battery is sold or will be used in a manner or for a purpose entitling the dealer to regard the purchase as not subject to the California battery fee, to obtain written documentation from the purchaser certifying that the lead-acid battery will be used in a manner or for a purpose entitling the dealer to regard the purchase as not subject to the California battery fee. The bill would make a purchaser who subsequently sells or uses the lead-acid battery, such that no exception to the requirement to pay the applicable fee or fees applies, liable for the</p>	

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			<p>payment of any applicable fees. (3) This bill would require the Department of Toxic Substances Control (DTSC) to establish a Lead-Acid Battery Recycling Facility Investigation and Cleanup Program, or LABRIC Program, which would be responsible for identifying areas of the state that are eligible for expenditure of moneys from the Lead-Acid Battery Cleanup Fund for certain purposes. The bill would require the program to provide public notice of the initiation of the investigation or site evaluation of any area reasonably suspected to have been contaminated by the operation of a lead-acid battery recycling facility. The bill would require the department, upon completion of an investigation or site evaluation, to provide notice and an opportunity for comment on the proposed designation of a site as determined with reasonable certainty to have been contaminated by releases from the operation of a facility known to have been a lead-acid battery recycling facility. The bill would provide that expenditure from the fund for purposes of further investigation or evaluation for a site is no longer authorized if, within 2 years of a public notice of the initiation of the investigation or evaluation, the department is unable to designate a site as determined with reasonable certainty to have been contaminated by the operation of a lead-acid battery recycling facility. (4) This bill would revise the authorization for expenditure from the fund to permit expenditure for cleanup, remedial action, removal, monitoring, or other response actions to address contamination directly attributable to releases from a facility known to have been a lead-acid battery recycling facility at any area of the state that the department determines with reasonable certainty was contaminated by releases from the operation of that lead-acid battery recycling facility. The bill would authorize expenditure of moneys from the fund for the repayment of the loans described above only after the other specified activities have been fully funded.</p>	
AB 176	Cervantes	Chaptered October 9, 2019.	<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>	

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			<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 incorporate additional changes to Section 26011.8 of the Public Resources Code proposed by AB 1583 to be operative only if this bill and AB 1583 are enacted and this bill is enacted last. 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 XIII A 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 187	Cristina Garcia and Bigelow	Chaptered October 9, 2019.	<p>Existing Law: The Used Mattress Recovery and Recycling Act, administered by CalRecycle, authorizes a mattress recycling organization to be established by a qualified industry association to develop, implement, and administer a mattress recycling program in the state. The act requires the organization to develop and submit to CalRecycle for approval a plan, including a budget to implement the plan, for the recovery and recycling of used mattresses. The act requires the organization to submit CalRecycle and make publicly available annual reports relating to the program. The act requires CalRecycle's director to appoint an advisory committee to be part of the organization. The act requires the organization to set the amount of a state mattress recycling charge to fund the recycling of used mattresses under the act that is added to the purchase price of a mattress, and authorizes the organization to change the amount of the charge. The act requires a mattress retailer to give a consumer the option to have a used mattress picked up, at no additional cost, at the time a new mattress is delivered. A violation of the act may be subject to an administrative civil penalty.</p> <hr/> <p>Proposed Law: This bill would revise and recast provisions of the act, including requiring the organization to review the plan and determine whether amendments to the plan are necessary every 5 years. The bill would require the organization to include additional specified information and goals in the plan, the budget, and the annual reports, and would require the advisory committee to prepare written recommendations for the organization. The bill would prohibit, commencing January 1, 2027, the organization's financial reserve from exceeding 60% of its annual operating expenses. The bill would prohibit the revenue from the charge from being expended for specified purposes. The bill would also require CalRecycle to establish a process and schedule for an orderly transition of responsibility from a decertified mattress recycling organization to a successor organization.</p>	Request for Signature Letter sent to Governor Newsom on September 25, 2019.

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AB 293	Eduardo Garcia	Chaptered July 12, 2019.	<p>Existing Law: The California Global Warming Solutions Act of 2006 establishes the State Air Resources Board as the state agency responsible for monitoring and regulating sources emitting greenhouse gases. The act 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. Existing law, until January 1, 2031, establishes the Compliance Offsets Protocol Task Force (COPTF) 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 while prioritizing disadvantaged communities, Native American or tribal lands, and rural and agricultural regions.</p> <p>Proposed Law: This bill would require the COPTF to consider the development of additional offset protocols, including, but not limited to, protocols for the enhanced management or conservation of agricultural and natural lands, and for the enhancement and restoration of wetlands. The bill would require the COPTF to develop recommendations for the state board on the inclusion of methodologies to allow groups of landowners to jointly develop natural and working lands offset projects under the approved offset protocols.</p>	Letter of Support if Amended / Oppose unless Amended sent to Senate Committee on Appropriations on June 20, 2019.
AB 296	Cooley	Vetoed by the Governor October 2, 2019.	<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</p>	Floor Alert of Support If Amended sent to State Senators on September 5, 2019.

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			<p>tax contribution on the tax return form, and to include a generally applicable repeal date for a voluntary tax contribution.</p> <hr/> <p>Proposed Law: This bill would establish the Climate Innovation Grant Program, to be administered by Strategic Growth Council or another entity identified by the council that it determines to have the appropriate skills necessary to successfully implement this program. 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. Once the Climate Innovation Fund accrues \$2,000,000, the bill would require the council or the entity implementing the program to notify the Franchise Tax Board and would require the program to award grants for the development and research of new innovations and technologies that either reduce emissions of greenhouse gases or address impacts caused by climate change. 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 by requiring the Strategic Growth Council to comply with certain internet website reporting requirements. The bill would make the voluntary tax contribution provisions operative upon notification of the Franchise Tax Board that the fund has accrued \$2,000,000. The bill would repeal these provisions as of the sooner of December 1 of the year that the minimum contribution amount of \$250,000 is not met or by a specified repeal date.</p>	
AB 614	Eggman	Chaptered October 2, 2019	<p>Existing Law: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws, including, for taxable years beginning on or after January 1, 2017, and before January 1, 2022, a credit for qualified taxpayers, defined as the person responsible for planting a crop, managing the crop, and harvesting the crop from the land, in an amount equal to 15% of the qualified value of fresh fruits or vegetables donated to a food bank.</p> <hr/> <p>Proposed Law: This bill, under both laws, would expand the credit to apply to the donation of qualified donation items, defined as raw agricultural products or processed foods. The bill would expand the definition of qualified taxpayer to also include the person responsible for growing or raising a qualified donation item, or harvesting, packing, or processing a qualified donation item</p>	Request for Signature Letter sent to Governor Newsom on September 23, 2019.

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			but would exclude a retailer from that expanded definition. The bill would apply these provisions to taxable years beginning on or after January 1, 2020. This bill would take effect immediately as a tax levy.	
AB 619	Chiu	Chaptered July 12, 2019.	<p>Existing Law: The California Retail Food Code provides for the regulation of health and sanitation standards for retail food facilities by the State Department of Public Health. Under existing law, local health agencies are primarily responsible for enforcing the California Retail Food Code, and a person who violates any provision of the code is guilty of a misdemeanor. Existing law requires returned empty containers intended for refilling with food or beverage to be cleaned and refilled in an approved facility, except that consumer-owned containers may be refilled and returned to the same consumer if the container is refilled by an employee of the food facility or the owner of the container and the dispensing system includes a contamination-free transfer process. Existing law defines a temporary food facility, for purposes of the California Retail Food Code, as a food facility approved by the enforcement officer that operates at a fixed location for the duration of an approved community event or at a swap meet and only as a part of the community event or swap meet. Under existing law, a temporary food facility is required to provide single-use articles for use by the consumer.</p> <p>Proposed Law: This bill would instead provide that clean consumer-owned containers provided or returned to the food facility for filling may be filled by either the employee or the owner of the container and would require the food facility to isolate the consumer-owned containers from the serving surface or sanitize the serving surface after each filling. The bill would require the consumer-owned containers to be designed and constructed for reuse. The bill would require the food facility to prepare, maintain, and adhere to written procedures to prevent cross-contamination, and to make the written procedures available to the enforcement agency. This bill would authorize a local enforcement agency to allow a temporary food facility to use multiuse utensils that are cleaned, rinsed, and sanitized at either the temporary food facility or an approved food facility.</p>	Letter of Support and Amend sent to Senate Committee on Appropriations on June 17, 2019.
AB 729	Chu	Chaptered October 9, 2019.	<p>Existing Law: (1) Requires a manufacturer of carpets sold in this state to submit, either individually or through a carpet stewardship organization, a carpet stewardship plan that meets specified requirements to CalRecycle, and requires CalRecycle to approve or disapprove the plan. Existing law imposes a carpet stewardship assessment per unit of carpet sold in the state that is remitted by carpet manufacturers to the carpet stewardship organization and may be expended to carry out the organization's carpet stewardship plan. Existing law authorizes</p>	Request for Signature Letter sent to Governor Newsom on September 23, 2019.

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			<p>CalRecycle to administratively impose civil penalties on any person who is in violation of any provision of the carpet stewardship laws, of up to \$1,000 per day or \$10,000 per day if the violation is intentional, knowing, or negligent. (2) Existing law requires a carpet stewardship organization submitting a carpet stewardship plan to pay to the department a quarterly administrative fee, as specified. Existing law prohibits the total amount of the administrative fees paid for a calendar year from exceeding 5% of the aggregate assessments collected for the preceding calendar year. (3) Existing law authorizes the department to administratively impose civil penalties on any person who is in violation of any provision of the carpet stewardship laws, of up to \$1,000 per day or \$10,000 per day if the violation is intentional, knowing, or negligent. (4) This bill would also make conforming changes and repeal obsolete provisions.</p> <hr/> <p>Proposed Law: (1) This bill would, among other things, require a carpet stewardship organization to include in the carpet stewardship plan a contingency plan should the carpet stewardship plan expire without approval of a new carpet stewardship plan or should the carpet stewardship plan be revoked. The bill would require a carpet stewardship organization to set up a trust fund or an escrow account, into which the bill would require the organization to deposit all unexpended funds and ongoing consumer assessments, for use in the event that the carpet stewardship plan terminates or is revoked. The bill would require, if a carpet stewardship plan is revoked or terminated, the trustee or escrow agent to accept carpet stewardship assessment payments directly from manufacturers and to make payments from the trust fund or escrow account as the CalRecycle directs to implement the most recently approved carpet stewardship plan. The bill would authorize CalRecycle, if a new carpet stewardship plan has not been approved within one year after termination or revocation, to make modifications to the previously approved plan and continue to direct payments from the trust fund or escrow account to implement the modified plan. This bill would repeal certain provisions relating to the carpet stewardship assessment and would replace the assessment with differential assessments that take into account the financial burden that a particular carpet material has on the stewardship program, and the amount of postconsumer recycled content contained in a particular carpet. (2) This bill would repeal the prohibition on the total amount of the administrative fees to be paid to CalRecycle. (3) This bill would increase the former penalty amount to \$5,000 per day. (4) This bill would also make conforming changes and repeal obsolete provisions.</p>	
AB 792	Ting and Irwin	Vetoed by Governor	<p>Existing Law: (1) The California Beverage Container Recycling and Litter Reduction Act, requires every beverage container sold or offered for sale in this state to have a minimum refund value. Under the act, the CalRecycle is required to calculate a processing fee for each beverage</p>	Request for Signature Letter sent to Governor

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		October 12, 2019.	<p>container with a specified scrap value, which is required to be paid by beverage manufacturers for each beverage container sold or transferred to a distributor or dealer. CalRecycle is required to calculate the processing fee in a specified manner so that the actual processing fee generally equals 65% of the processing payment that the department is required to pay to processors if the scrap value of the container having a refund value pursuant to the act is less than the cost of recycling. Existing law provides that a violation of the act or a regulation adopted pursuant to the act is a crime. (2) The act requires CalRecycle to pay a market development payment to a reclaimer, as defined, for empty plastic beverage containers that have been collected for recycling in the state, and that the reclaimer washes and processes into flake, pellet, sheet, or any other form that is then usable as input for the manufacture of new plastic products by product manufacturers in the state. The act also requires CalRecycle to pay a market development payment to a product manufacturer for plastic flake, pellet, sheet, or any other form of plastic purchased from a reclaimer and used by that product manufacturer to manufacture a plastic product in the state. The act makes these provisions inoperative on July 1, 2022. (3) Existing law requires a manufacturer of a beverage sold in a plastic beverage container subject to the California Redemption Value to annually report to CalRecycle the amount of virgin plastic and postconsumer recycled plastic used by the manufacturer for plastic beverage containers subject to the California Redemption Value for sale in the state in the previous calendar year. (4) Existing law requires all rigid plastic bottles and rigid plastic containers sold in the state to be labeled with a code indicating the resin used to produce the rigid plastic bottle or rigid plastic container.</p> <hr/> <p>Proposed Law: (1) This bill, on and after January 1, 2021, would require the total number of plastic beverage containers filled with a beverage by a beverage manufacturer, as specified, to contain, on average, specified amounts of postconsumer recycled plastic content per year pursuant to a tiered plan that would require the total number of plastic beverage containers to contain, on average, no less than 50% postconsumer recycled plastic content per year on and after January 1, 2030. The bill would impose civil penalties, in specified amounts, on a beverage manufacturer for a violation of these requirements. The bill would authorize CalRecycle to enforce these provisions and would authorize CalRecycle to conduct audits and investigations of a beverage manufacturer for the purpose of ensuring compliance. The bill would exempt from the California Public Records Act information resulting from those audits and investigations. The bill would require penalties collected to be deposited in the Recycling Enhancement Penalty Account, which the bill would create. The bill would require moneys in the Recycling Enhancement Penalty Account to be expended upon appropriation for the sole purpose of supporting the recycling, infrastructure, collection, and processing of plastic beverage containers</p>	Newsom on September 30, 2019.

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			<p>in this state. The bill would require CalRecycle to contract with a research university for a specified study to be completed by May 1, 2025. The bill would prohibit a city, county, or other local government jurisdiction from adopting an ordinance regulating the minimum recycled plastic content requirements for plastic beverage containers. (2) This bill, for when CalRecycle is determining which entity to make a market development payment to, would require CalRecycle to prioritize allocations that increase the collection, production, procurement, and usage of beverage-grade recycling plastic in beverage containers. (3) This bill would require, beginning March 1, 2020, and annually thereafter, a plastic material reclaimer to report to CalRecycle, under penalty of perjury, the number of empty plastic beverage containers that the plastic material reclaimer has collected and sold in the previous calendar year. The bill also would require, beginning March 1, 2020, and annually thereafter, a manufacturer of postconsumer recycled plastic to report to CalRecycle, under penalty of perjury, the amount in pounds of "food-grade" flake, pellet, sheet, fines, or other forms that were sold in the previous calendar year and their capacity to produce "food-grade" material. The bill would require CalRecycle to post on its internet website, beginning July 1, 2020, a specified summary annually, and, beginning September 1, 2020, a specified analysis biennially. (4) This bill would specify that the above labeling requirement does not apply to rigid plastic containers or rigid plastic bottles that are medical devices, medical products that are required to be sterile, prescription medicine, and packaging used for those products. (5) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.</p>	
AB 815	Aguiar-Curry	Chaptered August 30, 2019.	<p>Existing Law: The California Integrated Waste Management Act of 1989, administered by CalRecycle, establishes an integrated waste management program. Existing law requires each city, county, and regional agency to develop a source reduction and recycling element and a household hazardous waste element of an integrated waste management plan. The act requires the source reduction and recycling element to divert from disposal 50% of all solid waste subject to the element through source reduction, recycling, and composting activities. Existing law requires a city, county, or regional agency to submit an annual report to CalRecycle summarizing its progress in reducing solid and household hazardous waste, and requires CalRecycle to review a jurisdiction's compliance with the diversion requirements every 2 or 4 years, and requires CalRecycle to issue an order of compliance if CalRecycle finds the jurisdiction failed to make a good faith effort to implement its source reduction and recycling element or household hazardous waste element. After issuing an order of compliance, existing law authorizes CalRecycle to impose administrative civil penalties upon that jurisdiction.</p>	Letter of Oppose Unless Amended sent to Senate Committee on Environmental Quality on May 24, 2019.

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			<p>Proposed Law: This bill would require CalRecycle to consider whether the jurisdiction has implemented a dual stream recycling program when considering if the jurisdiction has made a good faith effort to implement its source reduction and recycling element or household hazardous waste element.</p>	
AB 827	McCarthy	Chaptered October 2, 2019.	<p>Existing Law: A business that generates 4 cubic yards or more of commercial solid waste or 8 cubic yards or more of organic waste per week is required to arrange for recycling services.</p> <p>Proposed Law: This bill would require a business subject to either of those requirements, and that provides customers access to the business, to provide customers with a recycling bin or container for that waste stream that is visible, easily accessible, adjacent to each bin or container for trash other than that recyclable waste stream, except in restrooms, and clearly marked with educational signage. The bill would exempt full-service restaurants from its requirements. The bill would also require CalRecycle to, on or before July 1, 2020, develop model signage that commercial and organic waste generators may utilize to mark the recycling bins provided to customers.</p>	Letter of Support if Amended sent to Senate Committee on Appropriations on June 20, 2019.
AB 1080	Gonzalez, Calderon, Friedman, and Ting	Amended September 9, 2019. Senate Inactive File.	<p>Existing Law: (1) The California Integrated Waste Management Act of 1989, administered by CalRecycle, generally regulates the disposal, management, and recycling of solid waste, including single-use plastic straws. The Sustainable Packaging for the State of California Act of 2018 prohibits a food service facility located in a state-owned facility, operating on or acting as a concessionaire on state property, or under contract to provide food service to a state agency from dispensing prepared food using a type of food service packaging unless the type of food service packaging is on a list that CalRecycle publishes and maintains on its internet website that contains types of approved food service packaging that are reusable, recyclable, or compostable. Existing law makes a legislative declaration that it is the policy goal of the state that not less than 75% of solid waste generated be source reduced, recycled, or composted by 2020. (2) The California Integrated Waste Management Act of 1989 requires each city and county, and each regional agency formed pursuant to the act, to develop a source reduction and recycling element of an integrated waste management plan to divert 50% of all solid waste, through source reduction, recycling, and composting activities. (3) The Alcoholic Beverage Control Act, administered by the Department of Alcoholic Beverage Control (ABC), regulates the granting of licenses for the manufacture, distribution, and sale of alcoholic beverages within the state. The act requires an out-of-state vendor shipping beer into the state to hold a certificate of compliance granted by ABC. The act authorizes ABC to suspend or revoke the certificate of</p>	Letter of Support if Amended / Oppose Unless Amended sent to Senate Committee on Environmental Quality on June 24, 2019.

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			<p>compliance, as specified, if an out-of-state-vendor after obtaining the certificate fails to submit a certain monthly report or fails to comply with a particular provision of the California Beverage Container Recycling and Litter Reduction Act.</p> <hr/> <p>Proposed Law: (1) This bill would enact the California Circular Economy and Pollution Reduction Act (Act), which would impose a comprehensive regulatory scheme on producers, retailers, and wholesalers of single-use packaging, and priority single-use products, to be administered by the department. As part of that regulatory scheme, the bill would require CalRecycle, before January 1, 2024, to adopt regulations that require producers, (i) to source reduce, to the maximum extent feasible, single-use packaging and priority single-use products and (ii) to ensure all single-use packaging and priority single-use products that are manufactured on or after January 1, 2030, and that are offered for sale, sold, distributed, or imported in or into California are recyclable or compostable. The bill would require the regulations to achieve and maintain, by January 1, 2030, a statewide 75% reduction of the waste generated from single-use packaging and priority single-use products, offered for sale, sold, distributed, or imported in or into the state through source reduction, recycling, or composting. The bill would authorize CalRecycle to determine which actions producers may undertake to achieve those requirements. The bill would require CalRecycle, by January 1, 2023, and before adopting the regulations, to finalize an implementation plan. The bill would require CalRecycle to establish a Circular Economy and Waste Pollution Reduction Panel for the purpose of identifying barriers and solutions to creating a circular economy consistent with the Act. The regulatory scheme would include, among other requirements, registration, reporting, and recordkeeping requirements. The bill would require reports and data provided to CalRecycle pursuant to the act to be accurate and attested to under penalty of perjury, thereby imposing a state-mandated local program by expanding the crime of perjury. The bill would prohibit a retailer or wholesaler, from offering for sale or selling single-use packaging, products packaged in single-use packaging, or priority single-use products if the producer of the single-use packaging or priority single-use product is listed as noncompliant on CalRecycle's internet website on a list that the bill would require CalRecycle to post. The bill would require CalRecycle to develop criteria to determine whether the packaging or priority single-use products are reusable, recyclable, or compostable. The bill would authorize local governments, solid waste facilities, recycling facilities, and composting facilities to provide information requested by CalRecycle for purposes of developing that criteria. The bill would require single-use packaging and priority single-use products offered for sale, sold, distributed, or imported in or into California by a producer to meet specified recycling rates that are based on date of manufacture and that increase over a</p>	

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			<p>prescribed timeframe, and would authorize CalRecycle to impose a higher recycling rate. The bill would require CalRecycle to establish, update, and post on its internet website a list of packaging and product categories, and recycling rates for those packaging and product categories. The bill would authorize producers, if CalRecycle adopts specified regulations authorizing the establishment of a stewardship program, to collectively form a stewardship organization that adopts a stewardship plan, as an alternative to individually complying with the above-referenced comprehensive regulatory scheme. The bill would require CalRecycle to establish, and a producer to pay, the California circular economy regulatory fee. The bill would require CalRecycle to set the amount of the fee at no more than is necessary for the regulatory costs of the above-referenced comprehensive regulatory scheme and stewardship program, and would require a stewardship organization to pay the regulatory fee on behalf of its member producers. The bill would require CalRecycle to report to the Legislature every 3 years its progress in implementing the act's provisions. The bill would provide for exceptions to, and enforcement of the Act, including authorizing CalRecycle to impose an administrative civil penalty in an amount not to exceed \$50,000 per day per violation on an entity that is not in compliance with the Act's requirements. (2) This bill would prohibit a city, county, city and county, or other local public agency from requiring a grocery store to use a certain type of food packaging for any food sold in the grocery store unless the majority of residential households within the jurisdiction of the local agency have access to a curbside program that accepts the material from which that food packaging is made. The bill would also prohibit those local agencies from requiring a grocery store to use a food packaging container that does not meet specified criteria. The bill would repeal these provisions as of January 1, 2030. (3) This bill would authorize ABC to suspend or revoke the certificate of compliance of an out-of-state vendor that fails to comply with the provisions of the California Circular Economy and Pollution Reduction Act.</p>	
AB 1162	Kalra	Chaptered October 9, 2019.	<p>Existing Law: The California Integrated Waste Management Act of 1989, administered by the CalRecycle, generally regulates the disposal, management, and recycling of solid waste. The act prohibits certain stores from providing a single-use carryout bag to a customer at the point of sale and prohibits full-service restaurants from providing single-use plastic straws to consumers unless requested by the consumer.</p> <hr/> <p>Proposed Law: This bill, commencing January 1, 2023, would prohibit a lodging establishment, from providing a small plastic bottle containing a personal care product to a person staying in a sleeping room accommodation, in any space within the sleeping room accommodation, or in an area that is shared by the public or guests. The bill would authorize a state or local agency with</p>	

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			authority to inspect sleeping accommodations in a lodging establishment to enforce these requirements by issuing a citation, provided that the agency be required to issue a written warning upon a first violation of the above requirement, and to impose a penalty in the amount of \$500 for a 2nd or subsequent violation, not to exceed \$2,000 annually. The bill would provide that a lodging establishment that is in violation of the above requirement is liable for a civil penalty in the amount of \$500 for a first violation and \$2,000 for a 2nd or subsequent violation and would authorize the Attorney General or a district attorney, county counsel, or city attorney to bring an action to impose the civil penalty. The bill would prohibit, on and after January 1, 2020, a city, county, or city and county from passing or enforcing an ordinance, resolution, regulation, or rule relating to personal care products in plastic bottles provided at lodging establishments, except as provided.	
AB 1228	Calderon	Amended April 30, 2019. Assembly Committee on Revenue and Taxation.	Existing Law: The Personal Income Tax Law and the Corporation Tax Law allow various credits against the taxes imposed by those laws. Proposed Law: This bill would allow a credit against those taxes for each taxable year beginning on or after January 1, 2020, and before January 1, 2025, to a qualified taxpayer, as defined, in an amount equal to 20% of the costs paid or incurred during the taxable year by the qualified taxpayer for the purchase of compostable cutlery. This bill would take effect immediately as a tax levy.	Oppose Unless Amended.
AB 1298	Mullin	Amended August 22, 2019 Assembly Committee on Water, Parks, and Wildlife.	Existing Law: Programs have been established pursuant to bond acts for, among other things, drought, water, parks, climate, coastal protection, and outdoor access for all. Proposed Law: This bill would enact the Climate Resiliency, Fire Risk Reduction, Recycling, Groundwater and Drinking Water Supply, Clean Beaches, and Jobs Infrastructure Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in an unspecified amount pursuant to the State General Obligation Bond Law to finance a climate resiliency, fire risk reduction, recycling, groundwater and drinking water supply, clean beaches, and jobs infrastructure program. The bill would require the bond act to be submitted to the voters at the November 3, 2020, statewide general election.	Watch
AB 1509	Mullin and Berman	Amended May 01, 2019. Senate	Existing Law: The Rechargeable Battery Recycling Act of 2006 requires every retailer to have in place a system for the acceptance and collection of used rechargeable batteries for reuse, recycling, or proper disposal. Existing law requires the system for the acceptance and collection of used rechargeable batteries to include, at a minimum the take-back of a used rechargeable	Floor Alert of Support sent to Assembly on May 21, 2019.

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		Committee on Environmental Quality.	<p>battery of the type or brand that the retailer sold or previously sold at no cost to the consumer. Existing law defines "rechargeable battery" for purposes of these provisions to mean a small, non-vehicular, rechargeable nickel-cadmium, nickel metal hydride, lithium-ion, or sealed lead-acid battery, or a battery pack containing these types of batteries.</p> <hr/> <p>Proposed Law: This bill would establish the Lithium-Ion Battery Recycling Program in CalRecycle. The bill would require a covered entity, as defined, on or before March 1, 2021, to provide a list of covered products that it sells or offers for sale in the state to the department and the total number of each covered product it sold in the state during the prior year, and to update those lists annually. The bill would define "covered product" to mean a lithium-ion battery sold separately or sold with a product, or a product containing a lithium-ion battery or battery pack that is not designed to be removed from the product by a consumer. The bill would require a covered entity to annually achieve specified collection and recycling rates for covered products. The bill would require a covered entity to establish a stewardship program for covered batteries independently or as part of a group of covered entities through membership in a stewardship organization. The bill would authorize a covered entity to achieve the recycling rates for covered battery-embedded products through any of specified mechanisms, including through a take-back program in which the retailer offers consumers covered battery-embedded product take-back services through collection receptacles or a mail-back program. The bill would require a covered entity to pay the CalRecycle an administrative fee, set by CalRecycle at an amount that, when paid by every covered entity, is adequate to cover CalRecycle's, and any other state agencies', full costs of administering and enforcing this program. The bill would require CalRecycle to deposit those administrative fees in the Lithium-Ion Battery Recycling Cost of Implementation Account, which would be established by the bill, and would authorize the expenditure of those funds, upon appropriation by the Legislature, for certain purposes. The bill would require CalRecycle, on or before January 1, 2022, to adopt regulations to implement the program. This bill would also state the intent of the Legislature to enact legislation to amend the Electronic Waste Recycling Act of 2003 to allow for the recovery and recycling of lithium-ion batteries and products containing lithium-ion batteries under the existing program established by the act.</p>	
AB 1583	Eggman	Chaptered October 9, 2019.	Existing Law: (1) All rigid plastic bottles and rigid plastic containers sold in the state to be labeled with a code that indicates the resin used to produce the bottles or containers, with specified numbers and letters placed in relation to a triangle. (2) Existing law requires CalRecycle to develop a comprehensive market development plan that will stimulate market	Watch.

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			<p>demand in the state for postconsumer waste material and secondary waste material generated in the state. Existing law authorizes a local governing body to propose eligible property within its jurisdiction as a recycling market development zone, and authorizes CalRecycle to designate recycling market development zones. (3) Existing law creates the Recycling Market Development Revolving Loan Subaccount and continuously appropriates the funds deposited in the subaccount to CalRecycle for making loans and payments to specified entities within the recycling market development zones and in other specified areas for purposes of the Recycling Market Development Revolving Loan Program. Existing law makes these provisions inoperative on July 1, 2021. (4) Existing sales and use tax laws impose taxes 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 California Alternative Energy and Advanced Transportation Financing Authority Act establishes the California Alternative Energy and Advanced Transportation Financing Authority. The act authorizes, until January 1, 2021, the authority to provide financial assistance to a participating party in the form of specified sales and use tax exclusions for projects, including those that promote California-based manufacturing, California-based jobs, advanced manufacturing, reduction of greenhouse gases, or 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 Sales and Use Tax Law, for the purposes of the taxes imposed pursuant to that law, until January 1, 2021, excludes the lease or transfer of title of tangible personal property constituting a project to any contractor for use in the performance of a construction contract for a participating party that will use that property as an integral part of the approved project.</p> <hr/> <p>Proposed Law: This bill would: (1) delete the prescribed description of that triangle. (2) require CalRecycle to convene a Statewide Commission on Recycling Markets and Curbside Recycling and would require the commission to, among other things, issue policy recommendations to achieve specified market development goals and waste reduction goals and provide regular feedback to CalRecycle on public messaging designed to encourage proper recycling and to minimize contamination in curbside recycling programs. (3) extend the inoperative date of these provisions to July 1, 2031. (4) extend the authorization to provide financial assistance in the form of a sales and use tax exclusion for qualifying projects to January 1, 2031, and would extend the sales and use tax exclusion to January 1, 2031. (5) This bill would incorporate additional changes to Section 26011.8 of the Public Resources Code proposed by AB 176 to be operative only if this bill and AB 176 are enacted and this bill is enacted last.</p>	

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AB 1652	Wicks	Amended March 21, 2019. Senate Inactive File.	<p>Existing Law: Prohibits littering or dumping waste into a body of water or onto a beach or shoreline. A violation of this prohibition is a misdemeanor punishable by a fine. Under existing law, the court may, in addition to a fine, order a convicted person to pick up litter as a condition of probation.</p> <hr/> <p>Proposed Law: This bill would instead authorize the court to order a person to perform community service, including, but not limited to, picking up litter.</p>	
AB 1672	Bloom	Amended April 25, 2019. Assembly Committee on Appropriations.	<p>Existing Law: The California Integrated Waste Management Act of 1989, administered by CalRecycle, generally regulates the disposal, management, and recycling of solid waste.</p> <hr/> <p>Proposed Law: This bill would, among other things, on or after January 1, 2021, prohibit a covered entity, as defined, from labeling a covered product as safe to flush, safe for sewer systems, or safe for septic systems, unless the product is a flushable wipe that meets certain performance standards. The bill would require non-flushable products to be labeled clearly and conspicuously to communicate that they should not be flushed, as specified. The bill would establish enforcement provisions, including authorizing a civil penalty not to exceed \$2,500 per violation to be imposed on a person who violates the bill's provisions.</p>	Support.
AB 1718	Glazer	Vetoed by Governor on October 11, 2019.	<p>Existing Law: Makes it an infraction for a person to smoke a cigarette, cigar, or other tobacco product within 25 feet of a playground or tot lot sandbox area.</p> <hr/> <p>Proposed Law: This bill would make it an infraction for a person to smoke on a state beach or in a unit of the state park system or to dispose of used cigar or cigarette waste on a state coastal beach or in a unit of the state park system. The bill would require the Department of Parks and Recreation to develop and post signs at strategic locations, as determined by the Director of Parks and Recreation, of state beaches and units of the state park system operated by the department to provide notice of the smoking prohibition. The bill would require an entity operating, pursuant to an agreement with the department, a state beach or unit of the state park system that is not operated by the department to post signs approved by the department at strategic locations, as determined by the operating entity and approved by the department, to provide notice of the smoking prohibition. The bill would require the smoking prohibition to be enforced at a state beach or unit of the state park system only after appropriate signs have been posted pursuant to these provisions.</p>	

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AB 1770	Frazier	Introduced February 22, 2019. Senate Committee on Environmental Quality.	<p>Existing Law: CalRecycle is required to administer a tire recycling program that promotes and develops alternatives to the landfill disposal of used whole tires. The California Tire Recycling Act requires a person who purchases a new tire to pay a California tire fee, for deposit in the California Tire Recycling Management Fund, for expenditure by CalRecycle to pay the costs of operating the tire recycling program. The act provides that the tire recycling program may include the awarding of grants, loans, subsidies, and rebates and the payment of incentives for various purposes related to reducing landfill disposal of used whole tires and tire recycling. Existing law establishes the Rubberized Pavement Market Development Act and requires CalRecycle, in accordance with the tire recycling program, to award grants for certain public agency projects that utilize rubberized asphalt concrete. Existing law makes the Rubberized Pavement Market Development Act inoperative on June 30, 2019.</p> <hr/> <p>Proposed Law: This bill would extend the operation of the Rubberized Pavement Market Development Act to June 30, 2024.</p>	Support.
SB 33	Skinner	Introduced December 3, 2018. Senate Committee on Rules.	<p>Existing Law: The California Integrated Waste Management Act of 1989, administered by the CalRecycle, generally regulates the disposal, management, and recycling of solid waste.</p> <hr/> <p>Proposed Law: This bill would state the intent of the Legislature to enact legislation that would address the collapse of foreign recycling markets by reducing solid waste generation, encouraging transition to compostable or recyclable materials, and fostering domestic recycling markets.</p>	Watch.
SB 44	Skinner	Chaptered September 20, 2019.	<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.</p> <hr/> <p>Proposed Law: This bill would require the state ARB, no later than January 1, 2021, to develop a comprehensive strategy for the deployment of medium-duty and heavy-duty vehicles in the</p>	

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			<p>state that results in bringing the state into compliance with federal ambient air quality standards, a reduction of motor vehicle GHG emissions by 40% by 2030, and a reduction of motor vehicle GHG emissions by 80% by 2050. The bill would authorize the state ARB to establish a process to identify medium-duty and heavy-duty vehicle 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 2024-25 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>	
<p>SB 54</p>	<p>Allen, Skinner, Stern, and Wiener</p>	<p>Amended September 10, 2019. Assembly Floor.</p>	<p>Existing Law: (1) The California Integrated Waste Management Act of 1989, administered by CalRecycle, generally regulates the disposal, management, and recycling of solid waste, including single-use plastic straws. The Sustainable Packaging for the State of California Act of 2018 prohibits a food service facility located in a state-owned facility, operating on or acting as a concessionaire on state property, or under contract to provide food service to a state agency from dispensing prepared food using a type of food service packaging unless the type of food service packaging is on a list that CalRecycle publishes and maintains on its internet website that contains types of approved food service packaging that are reusable, recyclable, or compostable. Existing law makes a legislative declaration that it is the policy goal of the state that not less than 75% of solid waste generated be source reduced, recycled, or composted by 2020. (2) The California Integrated Waste Management Act of 1989 requires each city and county, and each regional agency formed pursuant to the act, to develop a source reduction and recycling element of an integrated waste management plan to divert 50% of all solid waste, through source reduction, recycling, and composting activities. (3) The Alcoholic Beverage Control Act, administered by the Department of Alcoholic Beverage Control (ABC), regulates the granting of licenses for the manufacture, distribution, and sale of alcoholic beverages within the state. The act requires an out-of-state vendor shipping beer into the state to hold a certificate of compliance granted by ABC. The act authorizes ABC to suspend or revoke the certificate of compliance, as specified, if an out-of-state-vendor after obtaining the certificate fails to submit a certain monthly report or fails to comply with a particular provision of the California Beverage Container Recycling and Litter Reduction Act.</p>	<p>Letter of Support if Amended / Oppose Unless Amended sent to Assembly Committee on Natural Resources on June 21, 2019.</p>

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			<p>Proposed Law: (1) This bill would enact the California Circular Economy and Pollution Reduction Act (Act), which would impose a comprehensive regulatory scheme on producers, retailers, and wholesalers of single-use packaging, and priority single-use products, to be administered by the department. As part of that regulatory scheme, the bill would require CalRecycle, before January 1, 2024, to adopt regulations that require producers, (i) to source reduce, to the maximum extent feasible, single-use packaging and priority single-use products and (ii) to ensure all single-use packaging and priority single-use products that are manufactured on or after January 1, 2030, and that are offered for sale, sold, distributed, or imported in or into California are recyclable or compostable. The bill would require the regulations to achieve and maintain, by January 1, 2030, a statewide 75% reduction of the waste generated from single-use packaging and priority single-use products, offered for sale, sold, distributed, or imported in or into the state through source reduction, recycling, or composting. The bill would authorize CalRecycle to determine which actions producers may undertake to achieve those requirements. The bill would require CalRecycle, by January 1, 2023, and before adopting the regulations, to finalize an implementation plan. The bill would require CalRecycle to establish a Circular Economy and Waste Pollution Reduction Panel for the purpose of identifying barriers and solutions to creating a circular economy consistent with the Act. The regulatory scheme would include, among other requirements, registration, reporting, and recordkeeping requirements. The bill would require reports and data provided to CalRecycle pursuant to the act to be accurate and attested to under penalty of perjury, thereby imposing a state-mandated local program by expanding the crime of perjury. The bill would prohibit a retailer or wholesaler, from offering for sale or selling single-use packaging, products packaged in single-use packaging, or priority single-use products if the producer of the single-use packaging or priority single-use product is listed as noncompliant on CalRecycle's internet website on a list that the bill would require CalRecycle to post. The bill would require CalRecycle to develop criteria to determine whether the packaging or priority single-use products are reusable, recyclable, or compostable. The bill would authorize local governments, solid waste facilities, recycling facilities, and composting facilities to provide information requested by CalRecycle for purposes of developing that criteria. The bill would require single-use packaging and priority single-use products offered for sale, sold, distributed, or imported in or into California by a producer to meet specified recycling rates that are based on date of manufacture and that increase over a prescribed timeframe, and would authorize CalRecycle to impose a higher recycling rate. The bill would require CalRecycle to establish, update, and post on its internet website a list of packaging and product categories, and recycling rates for those packaging and product</p>	

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			<p>categories. The bill would authorize producers, if CalRecycle adopts specified regulations authorizing the establishment of a stewardship program, to collectively form a stewardship organization that adopts a stewardship plan, as an alternative to individually complying with the above-referenced comprehensive regulatory scheme. The bill would require CalRecycle to establish, and a producer to pay, the California circular economy regulatory fee. The bill would require CalRecycle to set the amount of the fee at no more than is necessary for the regulatory costs of the above-referenced comprehensive regulatory scheme and stewardship program, and would require a stewardship organization to pay the regulatory fee on behalf of its member producers. The bill would require CalRecycle to report to the Legislature every 3 years its progress in implementing the act's provisions. The bill would provide for exceptions to, and enforcement of the Act, including authorizing CalRecycle to impose an administrative civil penalty in an amount not to exceed \$50,000 per day per violation on an entity that is not in compliance with the Act's requirements. (2) This bill would prohibit a city, county, city and county, or other local public agency from requiring a grocery store to use a certain type of food packaging for any food sold in the grocery store unless the majority of residential households within the jurisdiction of the local agency have access to a curbside program that accepts the material from which that food packaging is made. The bill would also prohibit those local agencies from requiring a grocery store to use a food packaging container that does not meet specified criteria. The bill would repeal these provisions as of January 1, 2030. (3) This bill would authorize ABC to suspend or revoke the certificate of compliance of an out-of-state vendor that fails to comply with the provisions of the California Circular Economy and Pollution Reduction Act.</p>	
SB 68	Galgiani	<p>Amended September 3, 2019.</p> <p>Assembly Floor. Ordered to inactive file.</p>	<p>Existing Law: Hazardous waste control law requires treated wood waste to be disposed of in either a class I hazardous waste landfill or in a composite-lined portion of a solid waste landfill unit that meets specified requirements. Existing law requires each wholesaler and retailer of treated wood and treated wood-like products to conspicuously post information that contains a specified message, including a certain internet website address at which more information can be found, at or near the point of display or customer selection of treated wood and treated wood-like products. Existing law requires the wood preserving industry, as defined, to, jointly and in consultation with the Department of Toxic Substances Control (DTSC), make information available to generators of treated wood waste that describes how to best handle, dispose of, and otherwise manage treated wood waste. Existing law repeals these requirements on January 1, 2021. A violation of the hazardous waste control laws is a crime.</p>	<p>Floor Alert of Support sent to State Senators on September 9, 2019.</p>

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			<p>Proposed Law: This bill would extend the operation of those provisions, as recast by this bill, until January 1, 2023. The bill would authorize the message to be posted at the point of sale, in addition to at the point of display or customer selection. The bill would update in the message the internet website address at which more information can be found and would require the message to include an additional specified statement relating to the internet website at which the list of approved landfills that accept treated wood waste can be found. The bill would require the wood preserving industry to, in consultation with the DTSC, maintain and internet website and prepare fact sheets and other outreach materials on the appropriate handling, disposal, and other management of treated wood waste for generators of treated wood waste and for facilities that may receive or handle treated wood waste. The bill would require the wood preserving industry to annually update and renew the outreach materials, disseminate the outreach materials, and provide a specified update to the DTSC relating to that dissemination. By extending a crime, the bill would impose a state-mandated local program. The bill would authorize treated wood waste to be reused only if certain conditions apply, including, among other conditions, that the reuse occurs onsite at the facility at which the treated wood waste was generated. The bill would require the DTSC, on or before March 31 of each year, to produce a list that includes the generators that generated more than 10,000 pounds of treated wood waste in the previous calendar year. The bill would require DTSC to provide the list to a unified program agency that has in its jurisdiction a generator that is on the list. The bill would also delete outdated provisions and make other nonsubstantive changes.</p>	
SB 143	Skinner	Chaptered September 5, 2019.	<p>Existing Law: A junk dealer or recycler is generally prohibited from providing payment for nonferrous material unless the payment is made by cash or check and other requirements are met, including that the check is mailed or the cash or check is provided no earlier than 3 days after the date of sale.</p> <hr/> <p>Proposed Law: This bill would authorize a junk dealer or recycler to also pay for nonferrous material by general use prepaid card in accordance with specified requirements. This bill would also make non-substantive changes. This bill would declare that it is to take effect immediately as an urgency statute.</p>	
SB 210	Leyva	Chaptered September 20, 2019.	<p>Existing Law: (1) Requires the State Air Resources Board (ARB), in consultation with the Bureau of Automotive Repair and a specified review committee, to adopt regulations requiring owners or operators of heavy-duty diesel motor vehicles to perform regular inspections of their vehicles for excessive emissions of smoke. Existing law requires the state board, in consultation with the State Energy Resources Conservation and Development Commission, to adopt</p>	

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			<p>regulations requiring heavy-duty diesel motor vehicles to use emission control equipment and alternative fuels. (2) Existing law generally requires the registration of vehicles by the Department of Motor Vehicles (DMV). Under existing law, a violation of the Vehicle Code is an infraction, unless otherwise specified.</p> <p>Proposed Law: (1) This bill would require the state ARB, in consultation with the bureau and other specified entities, to implement a pilot program that develops and demonstrates technologies that show potential for readily bringing heavy-duty vehicles into an inspection and maintenance program. The bill would require the state ARB, no later than 2 years after the completion of the pilot program, to develop and implement a Heavy-Duty Vehicle Inspection and Maintenance Program for nongasoline heavy-duty onroad motor vehicles. The bill would authorize the state ARB to assess a fee and penalties as part of the program. The bill would require the state ARB, by January 10, 2022, to submit a proposed schedule of fees, as part of the Governor's proposed budget to the Joint Legislative Budget Committee for approval by the Legislature by statute. The bill would create the Truck Emission Check (TEC) Fund, with all the moneys deposited in the fund to be available upon appropriation. The bill would require the state ARB, at least 60 days prior to the first hearing of the state ARB to consider the adoption of any rules or regulations initially implementing the program, to submit those proposed rules and regulations to the Joint Legislative Budget Committee and to the appropriate policy committees of the Legislature. This bill would require the state ARB, upon the implementation of the Heavy-Duty Vehicle Inspection and Maintenance Program, to provide mechanisms for out-of-state owners of heavy-duty vehicles to establish and verify compliance prior to entering the state. This bill would additionally require the state ARB, within 4 years following full implementation, to provide on its internet website 2 biennial reports, including information regarding enforcement and operational downtime, downtime in addition to an estimate of the emissions reduced and cost-effectiveness. (2) This bill, no later than one year after the effective date of a regulation implementing the Heavy-Duty Vehicle Inspection and Maintenance Program, would require the DMV to confirm that a heavy-duty vehicle is compliant with, or exempt from, the program prior to the initial registration, the transfer of ownership, or the renewal of registration. The bill would require the state ARB to notify the DMV of the vehicles allowed to be registered pursuant to these provisions. This bill would authorize the DMV to issue a temporary permit, valid for a specified period and subject to certain conditions, to operate a vehicle for which registration may be refused pursuant to the above-described provisions. The bill would require the payment of a \$50 fee for the temporary permit, to be deposited in the Truck Emission Check (TEC) Fund. This bill, commencing one year after the effective date of a regulation implementing the Heavy-Duty</p>	

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			<p>Vehicle Inspection and Maintenance Program, would require a legal owner or registered owner of the heavy-duty vehicle to maintain a certificate of compliance with the vehicle, with exceptions, and would make a violation of this provision subject to a notice issued by an officer to correct the violation. The bill would require the driver of the vehicle to present the certificate of compliance for examination upon demand by a peace officer. This bill would prohibit the operation of a heavy-duty vehicle on a public road in this state if that vehicle has an illuminated malfunction indicator light displaying a specified engine symbol, and would make a violation of this provision subject to a notice issued by an officer to correct the violation on the basis of its designation as a mechanical violation. The bill would specify that a violation of this requirement is a correctable violation if the correction is made, as specified. This bill would prohibit the operation of a heavy-duty vehicle in a manner resulting in the escape of visible smoke, except during active regeneration. The bill would specify that a violation of this requirement is a correctable violation if the correction is made.</p>	
SB 405	Archuleta	<p>Amended July 1, 2019.</p> <p>Assembly Floor.</p> <p>Inactive File.</p>	<p>Existing Law: The California Integrated Waste Management Act of 1989, administered by CalRecycle, generally regulates the disposal, management, and recycling of solid waste. The act authorizes the Department of Transportation to establish specifications for the use of reclaimed asphalt pavement of up to 40% for hot mix asphalt mixes, and specifies that this authorization does not limit the authority of the Department of Transportation to establish specifications for this use of reclaimed asphalt pavement in amounts greater than 40%. The act required the Department of Transportation to submit a report to the Legislature, by March 1, 2016, on its progress, since the year 2011, toward the development and implementation of these specifications.</p> <hr/> <p>Proposed Law: This bill would authorize the Department of Public Works of the County of Los Angeles to create a pilot project to demonstrate the viability of paving streets, roads, and highways with hot mix asphalt that is composed of between 85% and 100% reclaimed asphalt pavement (RAP). The bill would require the pilot project to be conducted on streets, roads, and highways in the county and would require specific project sites in the county to be determined by the appropriate and usual process of the county. The bill would require, upon creation of the pilot project the Department of Public Works of the county to establish an evaluation team consisting of specified members to independently observe, document, and evaluate the pilot project. The bill would require the evaluation team to prepare specified documents, including a final report that includes all relevant pilot project information to be submitted to the Department</p>	

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			of Transportation, specified committee chairs of the Legislature, and the Governor's office. The bill would require the pilot project to be completed by December 31, 2022.	
SB 409	Wilk	<p>Amended April 9, 2019.</p> <p>Assembly Committee on Public Safety.</p>	<p>Existing Law: It is unlawful to dump waste matter in certain locations, such as upon a public or private highway or road, upon private property without the consent of the owner, or in or upon a public park or other public property. It is unlawful to place, deposit, or dump rocks, concrete, asphalt, or dirt in certain locations. A person who violates these provisions is guilty of an infraction punishable by specified fines. Existing law also makes it a misdemeanor to place, deposit, or dump waste matter in commercial quantities in certain locations.</p> <hr/> <p>Proposed Law: This bill would make it a crime to transport waste matter, rocks, concrete, asphalt, or dirt for the purpose of dumping it in the locations described. The bill would make it a crime to dump or deposit waste matter, rocks, concrete, asphalt, or dirt on private property with the consent of the owner or an agent of the owner if a permit or license was required by a state or local agency and was not obtained. The bill would make it a crime for a property owner or agent to receive waste matter, rocks, concrete, asphalt, or dirt if a permit or license is required from a state or a local agency and was not obtained prior to receiving the waste matter, rocks, concrete, asphalt, or dirt. The bill would increase the fines for violating these prohibitions. A person convicted of a violation of this section shall be punished by a mandatory fine of \$500-\$1,000 upon a first conviction, by a mandatory fine of \$1,000-\$2,500 upon a second conviction, and by a mandatory fine of \$2,500-\$4,000 upon a third or subsequent conviction. If the court finds that the waste matter placed, deposited, or dumped was used tires, the fine prescribed in this subdivision shall be doubled. A person who places, deposits, or dumps, or causes to be placed, deposited, or dumped, or transports for the purpose of dumping, waste matter in violation of this section in commercial quantities shall be guilty of a misdemeanor punishable by imprisonment in a county jail for not more than six months and by a fine. The fine is mandatory and shall amount to \$1,000-\$3,000 upon a first conviction, \$3,000-\$6,000 upon a second conviction, and \$6,000-\$10,000 upon a third or subsequent conviction. Because this bill would expand the scope of a crime and increase the punishment of a crime, it would impose a state-mandated local program.</p>	
SB 424	Jackson	<p>Amended May 17, 2019.</p> <p>Assembly Committee on</p>	<p>Existing Law: (1) the Stop Tobacco Access to Kids Enforcement Act, an enforcing agency may assess civil penalties against any person, firm, or corporation that sells, gives, or furnishes specified tobacco and cigarette related items, including cigarette papers, to a person who is under 21 years of age. The existing civil penalties range from \$400 to \$600 for a first violation, up to \$5,000 to \$6,000 for a 5th violation within a 5-year period. Existing law prohibits the sale,</p>	Floor Alert of Support sent to Senate on May 23, 2019.

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		<p>Governmental Organization & Committee on Health.</p>	<p>distribution, or non-sale distribution of tobacco products directly or indirectly to any person under 21 years of age through the United States Postal Service or other public or private postal or package delivery service. Under existing law, a district attorney, city attorney, or the Attorney General may assess civil penalties against a violator of not less than \$1,000 or more than \$2,000 for the first violation and up to \$10,000 for a 5th or subsequent violation within a 5-year period. Under existing law, every person, firm, or corporation that knowingly or under circumstances in which it has knowledge, or should otherwise have grounds for knowledge, sells, gives, or furnishes a cigarette, among other specified items, to another person who is under 21 years of age is subject to either a criminal action for a misdemeanor or to a civil action brought by a city attorney, a county counsel, or a district attorney, punishable by a fine of \$200 for the first offense, \$500 for the 2nd offense, and \$1,000 for the 3rd offense. (2) The California Integrated Waste Management Act of 1989, administered by CalRecycle generally regulates the disposal, management, and recycling of solid waste including single-use carryout bags and single-use plastic straws.</p> <hr/> <p>Proposed Law: (1) This bill would prohibit a person or entity from selling, giving, or furnishing to another person of any age in this state a cigarette utilizing a single-use filter made of any material, an attachable and single-use plastic device meant to facilitate manual manipulation or filtration of a tobacco product, and a single-use electronic cigarette or vaporizer device. The bill would prohibit that selling, giving, or furnishing, whether conducted directly or indirectly through an in-person transaction, or by means of any public or private method of shipment or delivery to an address in this state. This bill would authorize a city attorney, county counsel, or district attorney to assess a \$500 civil fine against each person determined to have violated those prohibitions in a proceeding conducted pursuant to the procedures of the enforcing agency. (2) This bill would require the manufacturer of a tobacco product to use materials eligible for recycling under state or local recycling programs, including electronic waste recycling programs, in existence as of January 1, 2020, to make any reusable component of the tobacco product, or, alternatively, if certain conditions are met, to collect reusable components that are not eligible for recycling through a take-back or mail-back program. The bill would define "reusable component" to mean a multiuse cigarette filter or a multiuse electronic cigarette that is designed to work for at least one year with daily use. The bill would require a manufacturer to collect reusable components that are household hazardous waste, and send those components to the appropriate recycler, or to reimburse household hazardous waste collection facilities, for the costs of collecting and recycling those reusable components. The bill would authorize CalRecycle to impose an administrative penalty, on a manufacturer that is in violation of these</p>	

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			provisions. The bill would authorize CalRecycle to collect a fee that does not exceed the reasonable regulatory costs of enforcing and administering these provisions from the manufacturer of a tobacco product with a reusable component, and to adopt regulations to implement these provisions.	
SB 457	Hueso	Chaptered October 2, 2019	<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> <p>Proposed Law: This bill would require the commission to extend the program until December 31, 2026, or until all available program funds are expended, whichever occurs first.</p>	Request for Signature Letter sent to Governor Newsom on September 23, 2019.
SB 552	Archuleta	Chaptered October 2, 2019	<p>Existing Law: Part of the hazardous waste control laws, authorizes public agencies or their contractors to operate household hazardous waste (HHW) collection facilities and specifies conditions for the transportation of HHW. A violation of the hazardous waste control laws is a crime. (1) Existing law authorizes a registered hazardous waste transporter operating a door-to-door HHW collection program or HHW residential pickup service to use a specified manifesting procedure for transporting HHW, if the transporter complies with certain operating and reporting requirements. Existing law requires a transporter that uses the specified manifesting procedure to submit quarterly reports to the Department of Toxic Substances Control (DTSC) and requires DTSC to make all of the information in the quarterly reports available to the public. Existing law requires a public agency to retain a copy of the manifest in a specified manner. Existing law makes these manifesting requirements inoperative on January 1, 2020. (2) Existing law requires a facility operator in the state who receives hazardous waste for handling, treatment, storage, disposal, or any combination thereof, which was transported with a manifest, to submit a copy of the manifest to DTSC. Existing law authorizes a facility operator to submit to DTSC an electronic report that meets certain requirements in lieu of submitting the copy of each manifest used. Existing law, if an out-of-state receiving facility is not required to submit the signed manifest copy to the DTSC, requires a transporter, acting on behalf of the generator, to submit a copy of the manifest signed by the receiving hazardous waste facility to DTSC. (3) Existing</p>	Request for Signature Letter sent to Governor Newsom on September 23, 2019.

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			<p>law authorizes a door-to-door HHW collection program or HHW residential pickup service, operated by a public agency or its contractor, that meets specified requirements to collect HHW from individual residences and, on and before December 31, 2019, to transport that waste to a hazardous waste facility. Existing law requires, on and before December 31, 2019, those public agencies or contractors that transport HHW to a hazardous waste facility to use the manifesting procedures described above. (4) Existing law requires the Secretary for Environmental Protection to implement a unified hazardous waste and hazardous materials management regulatory program, also known as the unified program. Existing law requires every county to apply to the secretary to be certified to implement the unified program, and authorizes a city or local agency that meets specified requirements to apply to the secretary to be certified to implement the unified program. Existing law requires the unified program to consolidate the administration of certain requirements, including, among others, the hazardous waste control laws that are applicable to, on and before December 31, 2019, a transfer facility, that is operated by a door-to-door HHW collection program or HHW residential pickup service.</p> <p>Proposed Law: (1) This bill would extend the operation of those provisions indefinitely. (2) This bill would repeal the above provisions authorizing a facility operator to submit that electronic report in lieu of a copy of each manifest and requiring a transporter to submit a copy of the manifest to DTSC. (3) This bill would extend the operation of those provisions indefinitely. (4) This bill would extend the operation of the requirement to consolidate the administration of the hazardous waste control laws that are applicable to those transfer facilities indefinitely. This bill would incorporate additional changes to Sections 25218.1 and 25218.5 of the Health and Safety Code proposed by SB 726 to be operative only if this bill and SB 726 are enacted and this bill is enacted last.</p>	
SB 667	Hueso	<p>Amended July 1, 2019.</p> <p>Assembly Committee on Appropriations.</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 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 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</p>	<p>Letter of Support if Amended sent to Assembly Committee on Natural Resources on June 20, 2019.</p>

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			<p>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. The California Pollution Control Financing Authority Act establishes the California Pollution Control Financing Authority, with specified powers and duties, and authorizes the authority to approve financing for projects or pollution control facilities to prevent or reduce environmental pollution.</p> <hr/> <p>Proposed Law: This bill would require CalRecycle to develop, on or before January 1, 2021, and would authorize CalRecycle to amend, a 5-year needs assessment to support innovation and technological and infrastructure development, in order to meet specified organic waste reduction and recycling targets, as provided. The bill would require, on or before June 1, 2021, the department, in coordination with the Treasurer and the California Pollution Control Financing Authority, to develop financial incentive mechanisms, including, among other mechanisms, loans and incentive payments, to fund and accelerate public and private capital towards organic waste diversion and recycling infrastructure. The bill would authorize the authority to provide any alternative financing necessary to implement and administer those financial incentive mechanisms for the benefit of public or private participating parties, in accordance with the needs assessment. The bill would establish the California Recycling Infrastructure Investment Account in the State Treasury, to be administered by the California Pollution Control Financing Authority. The bill would require the Treasurer, in coordination with the department, 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.</p>	
SB 726	Caballero	Chaptered October 2, 2019	<p>Existing Law: As part of the hazardous waste control laws, authorizes a public agency or its contractor to operate a household hazardous waste collection facility for the purpose of collecting, handling, treating, storing, recycling, or disposing of household hazardous waste (HHW). Existing law authorizes a public agency to conduct a materials exchange program as a part of its HHW collection program if the public agency determines which reusable household hazardous products or materials are suitable and acceptable for distribution to the public in accordance with a quality assurance plan prepared by the public agency. Existing law imposes certain requirements for a quality assurance plan. Existing law requires a public agency to instruct a recipient to use the product in a manner consistent with the instructions on the label.</p>	Request for Signature Letter sent to Governor Newsom on September 23, 2019.

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			<p>A violation of the hazardous waste control laws is a crime. Existing law requires hazardous waste to be transported to a HHW collection facility by specified entities, including, among others, a temporary HHW collection facility or a registered hazardous waste transporter carrying hazardous waste from a solid waste landfill loadcheck program or a transfer station loadcheck program under agreement with the household hazardous waste collection facility. Existing law prohibits an individual from transporting hazardous waste that exceeds a specified maximum volume or weight.</p> <hr/> <p>Proposed Law: This bill would define "materials exchange program" for these purposes to mean a program conducted at a HHW collection facility that makes reusable household hazardous products or materials available to recipients. The bill would additionally authorize a public agency's contractor to conduct a materials exchange program and would require the contractor to provide the same instructions to a recipient. The bill would revise the requirements for the preparation and implementation of a quality assurance plan to require, among other things, a quality assurance plan prepared by a public agency, or its contractor, to be implemented at each HHW collection facility operated by the public agency, or its contractor, at which a materials exchange program is operated. The bill would require a recipient of a reusable household hazardous product or material to use the product or material in conformance with its label, use appropriate personal protection, and manage unused products or materials as required by applicable California law, or as required by any applicable law in the state in which the product or material is discarded. The bill would impose additional requirements on certain recipients that are commercial entities, including, among other requirements, that those commercial entities sign a statement certifying the accuracy of certain information under penalty of perjury. Because the bill would expand the application of a crime, it would impose a state-mandated local program. The bill would require a public agency or its contractor, to immediately discontinue providing reusable household hazardous products or materials to a commercial entity if the commercial entity cannot verify its compliance with the additional requirements. This would additionally authorize a permanent HHW collection facility to transport hazardous waste. The bill would prohibit an individual from transporting reusable household hazardous products or materials that exceed the above-mentioned maximum volume or weight. The bill would require transportation of a reusable household hazardous product or material by a public agency or its contractor, or by a recipient, to be in compliance with all applicable shipping requirements of the United States Department of Transportation. This bill would incorporate additional changes to Sections 25218.1 and 25218.5 of the Health and Safety Code proposed by SB 552 to be operative only if this bill and SB 552 are enacted and this bill is enacted last.</p>	

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HR 4050	Omar	Introduced July 25, 2019. House Committee on Energy and Commerce.	Proposed Law: Authorization for the US EPA to award \$250,000,000 for the period of fiscal years 2020 through 2027 grants giving priority to (A) statutory commitments to implementing zero-waste practices; (B) demonstrate how the project to be carried out with grant funds could lead to the creation of new jobs that pay a living wage, with preference for projects that create jobs for individuals with barriers to employment, as determined by the Administrator; (C) will use grant funds for source reduction or waste prevention in schools; (D) will use grant funds to employ adaptive management practices to identify, prevent, or address any negative environmental consequences of the proposed project; (E) have a demonstrated need for additional investment in infrastructure and projects to achieve source reduction and waste prevention targets set by the local unit of government that is responsible for waste and recycling projects in the geographic area; (F) will use grant funds to develop innovative or new technologies and strategies for source reduction and waste prevention; (G) demonstrate how receiving the grant will encourage further investment in source reduction and waste prevention projects; or (H) will incorporate multi-stakeholder involvement, including nonprofit, commercial, and public sector partners, in carrying out a project using grant funds.	