ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
AB 338 (Levine) A-01/22/2004	**Recycling: crumb rubber.** Existing law requires the State Procurement Officer, in purchasing any materials to be used in paving or paving subbase for use by the Department of Transportation and any other state agency that provides road construction and repair services, to make contracts available that utilize recycled materials, including crumb rubber, unless the Director of Transportation determines that the use of the materials is not cost effective based on specified factors. This bill would require the Department of Transportation, to the extent permitted by law, and in consultation with the board, to require the use of asphalt containing crumb rubber generated in the United States in lieu of other materials to the maximum extent feasible in state highway construction or repair projects that use asphalt, but not less than 15% of these projects. The bill would provide that it does not require the use of asphalt containing crumb rubber for a particular project if the Department of Transportation determines that use of that material will not meet engineering standards and specifications for that project or if it is not cost effective. This bill contains other related provisions.		02/17/2004-S TRANS.
AB 392 (Montanez) A-01/22/2004	**Environmental justice and community-based transportation planning grants.** Existing law states that it is the intent of the Legislature to allocate $10,000,000 annually to the Environmental Enhancement and Mitigation Program Fund. Under these provisions, local, state, and federal agencies and nonprofit entities may apply for and receive grants for environmental enhancement and mitigation projects related to the environmental impact of modifying existing transportation facilities or for the design, construction, or expansion of new transportation facilities. This bill would create the Environmental Justice Subaccount and the Community-Based Transportation Planning Subaccount in the State Highway Account, which would be funded from funds transferred to the subaccounts from the local assistance program of the State Highway Account . Under the bill, local agencies, nonprofit entities, metropolitan planning organizations, regional transportation organizations, Native American tribal governments, community-based organizations, public universities, local transportation commissions, port authorities, airport commissions, and similar entities would be authorized to apply for and receive grants from funds for these purposes , not to exceed $300,000 for any single grant, to undertake environmental justice projects and community-based transportation planning projects meeting specified requirements. The bill		02/17/2004-S TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	would require the Department of Transportation to evaluate proposals and prepare a list of proposals recommended for funding .		
AB 406 (Jackson) A-01/26/2004	**Environmental quality.** The existing California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA permits a lead agency to charge and collect a reasonable fee from a project applicant in order to recover estimated costs incurred by the lead agency in preparing a negative declaration or an environmental impact report for the project and for procedures necessary to comply with CEQA on the project . This bill would specifically authorize a lead agency also to charge and collect a reasonable fee from the project applicant to cover the estimated costs incurred by the lead agency in preparing a draft environmental impact report or mitigated negative declaration . This bill contains other related provisions and other existing laws.		02/17/2004-S ENV. QUAL.
AB 653 (Nunez) A-01/07/2004	**Energy efficiency: public buildings.** Existing law authorizes the State Public Works Board, until January 1, 2005, to issue revenue bonds, notes, and bond anticipation notes to finance the cost of cogeneration equipment, alternative energy equipment, and conservation measures in public buildings. This bill would delete the repeal date of these provisions, thus making this authority permanent and would make projects that combine conservation measures and alternative energy equipment eligible for funding under these provisions. The bill would also require the board, in determining whether to authorize funding for projects pursuant to these provisions, to evaluate each project in its entirety and analyze the costs and the financial and energy savings over the full life of the project. It would authorize the board, when analyzing a project, to consider any additional value added by product warranties associated with the project.		01/07/2004-S APPR.
AB 1468 (Pavley) A-07/15/2003	**Air quality: negative air machines.** Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality		08/18/2003-S APPR. SUSPENSE FILE

Bill Author Current Text Version	Topic/Summary	Position	Status
	standards. Existing law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, and, subject to the powers and duties of the state board, requires that districts adopt and enforce rules and regulations to achieve and maintain the state and federal ambient air quality standards in all areas affected by emission sources under their jurisdiction. This bill would require each negative air machine, as defined, at an asbestos abatement site in the state that is inspected by a district pursuant to a rule adopted by that district , to be leak tested on a monthly basis. The bill would require the testing of a negative air machine to be conducted by an approved independent testing company, as defined, and would prohibit contractors from testing their own equipment. The bill would authorize an approved independent testing company that completes training by an approved training business, as defined, to certify a negative air machine if it meets certain industry standards. The bill would require the independent testing company to issue a certification to the abatement contractor that owns or operates a machine, and to affix a certification decal to the negative air machine. The bill would require the state board to adopt regulations to implement the certification program, including a program for authorizing approved independent training companies to train independent testing companies. The bill would require each owner or operator to maintain a copy of a certification for every negative air machine on an asbestos abatement worksite, and would require an owner or operator to maintain testing records on each negative air machine owned and operated, and to make those records available to the district. The bill would require the district with jurisdiction over the area where an asbestos abatement project occurs to enforce the testing and certification requirements. The bill would, in addition to any other sanctions under existing law, subject any person who violates any of those requirements to a citation and an administrative fine in an amount determined by the district. By imposing additional duties on districts, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 1804 (Dutra) A-03/23/2004	**Vehicle license fees.** The Vehicle License Fee (VLF) Law establishes, in lieu of any ad valorem property tax upon vehicles, an annual license fee for any vehicle subject to registration in this state in the amount of 2% of the market value of that vehicle, as specified. The VLF Law offsets the annual vehicle license fee by		03/25/2004-A REV. & TAX

Bill Author Current Text Version	Topic/Summary	Position	Status
	67.5% for those vehicle license fees with a final due date on or after July 1, 2001. Existing law requires the VLF offset to be proportionately reduced within 90 days of a finding that there are insufficient moneys available to be transferred from the General Fund to fully fund the vehicle license fee offset. This bill would, for vehicle license fees with a final due date on and after October 1, 2003, eliminate the requirement to proportionately reduce the VLF offset. This bill contains other related provisions and other existing laws.		
AB 1906 **(Lowenthal)** I-02/09/2004	**Hazardous materials: petroleum: underground storage tanks: cleanup: fees.** Existing law requires the owner or operator of an underground petroleum storage tank, or other responsible party, to take corrective action, as defined, in response to an unauthorized release of petroleum from the tank. A person required to perform corrective action may apply to the State Water Resources Control Board for payment of specified portions of the costs of corrective action. Existing law establishes the Underground Storage Tank Cleanup Fund in the State Treasury and authorizes the money in the fund to be used, upon appropriation by the Legislature, to pay those claims, among other things. Existing law imposes certain petroleum storage fees upon the owner of an underground storage tank for which a permit is required and requires those fees to be deposited in the fund. This bill would increase a specified petroleum storage fee by $0.001 per gallon of petroleum stored, on and after January 1, 2005, and by and additional $0.001 per gallon of petroleum stored, on and after January 1, 2006. By operation of existing law, the revenue resulting from the increase would be required to be deposited in the fund and be available, upon appropriation, for expenditure for the purposes authorized under existing law for money in the fund.		03/25/2004-A APPR.
AB 1942 **(Lowenthal)** A-04/01/2004	**Hazardous waste facilities permits.** Existing law requires hazardous waste facilities to operate under hazardous waste facilities permits issued by the Department of Toxic Substances Control. Existing law requires the department to issue a hazardous waste facilities permit for a fixed term, which is prohibited from exceeding 10 years for any land disposal facility, storage facility, incinerator, or other treatment facility. This bill would provide that the owner or operator of a hazardous waste facility is not required to submit an application for a permit renewal until requested to do so by the department. The bill would deem the hazardous waste facilities permit extended if the department does not initiate the review of the permit before the end of the permit's fixed term, as specified. This bill		04/01/2004-A E.S. & T.M.

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
	contains other related provisions and other existing laws.		
AB 1966 (Campbell) I-02/12/2004	**Energy resources: hydrogen.** Existing law provides that it is the policy of the state to establish and consolidate the state's responsibility for energy resources and for encouraging, developing, and coordinating research and development into energy supply. This bill would state the intent of the Legislature to develop incentives for the use of distributive generation to produce hydrogen.		02/12/2004-A PRINT
AB 1971 (Lowenthal) A-03/15/2004	**Air pollution: marine terminals.** Existing This bill would make several clarifying changes to those provisions regarding the application of the above requirements with respect to both idling and queuing. This bill contains other related provisions and other existing laws.		03/24/2004-A APPR.
AB 1991 (Lowenthal) A-03/18/2004	**Petroleum infrastructure projects.** Existing This bill would include petroleum infrastructure projects , as defined, in the existing certification process. The bill would require, if an application is for a marine terminal, as defined, the commission to transmit a copy of the application to the State Lands Commission and to the administrator of the state oil response program. This bill contains other related provisions and other existing laws.	**3/12/04 Legis Comm: Oppose, staff to continue to monitor**	03/22/2004-A NAT. RES.
AB 2024 (Bermudez) I-02/13/2004	**Ports: transportation network.** Existing law provides that the Department of Transportation in the Business, Transportation and Housing Agency has full possession and control of all state highways. Existing law requires the department to engage in various transportation planning activities, including activities related to identification of intermodal corridors of economic significance. This bill would require the Secretary of the Business, Transportation and Housing Agency to prepare recommendations for necessary statutory changes required to implement incentives for movement of port-related cargo during off-peak hours, disincentives for movement of port-related cargo during off-peak hours, mandatory hours for operation of port terminals, railroads, trucks, and distribution centers, and other related matters. The bill would require the recommendations to be submitted to the Legislature within 6 months after the enactment of the bill. The bill would require the cost of the report to be borne by assessments on the ports. This bill contains other related provisions.		02/26/2004-A TRANS.
AB 2041 (Lowenthal) A-04/01/2004	**Ports: congestion.** Existing law authorizes 2 or more harbor agencies, as defined, to form a joint powers authority for the purpose of establishing an infrastructure fund and		04/01/2004-A TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	financing port or harbor infrastructure, as specified. This bill would establish the Port Congestion Management District as an entity of local government, governed by a board consisting of 7 specified members appointed by, and serving indefinite terms at the pleasure of, the Secretary of Business, Transportation and Housing. This bill contains other related provisions and other existing laws.		
AB 2042 (Lowenthal) A-04/01/2004	**Ports: Port of Los Angeles: Port of Long Beach: air pollution.** Existing law provides for the regulation of ports and harbors. This bill would require the south coast district to establish a baseline for air quality in the Port of Long Beach that is based on the port's emission inventory for 2001, and a baseline for air quality in the Port of Los Angeles that is based on that port's emission inventory for 2002, including emissions from ocean-going vessels and harbor craft, cargo handling equipment, locomotives, and commercial vehicles, as defined. This bill contains other related provisions and other existing laws.		04/01/2004-A TRANS.
AB 2043 (Lowenthal) A-04/01/2004	**Maritime Port Strategic Master Plan Task Force.** Existing law provides for the regulation of ports and harbors. This bill would establish the Maritime Port Strategic Master Plan Task Force in state government. The task force would consist of 12 specified members appointed by, and serving indefinite terms at the pleasure of, the Secretary of Business, Transportation and Housing. This bill contains other related provisions.		04/01/2004-A TRANS.
AB 2077 (Cogdill) I-02/17/2004	**Air pollution: agricultural burning: biomass.** Existing law declares the intent of the Legislature to reduce air pollution from open-field burning in the state, and to improve air quality and protect the public health through new incentives for biomass facilities to increase the use of agricultural waste that would otherwise be burned in open fields in the state. This bill would further declare the intent of the Legislature to address the problems facing the viability of the utilization of biomass, and those facing agricultural owners and operators that are required to reduce open-field burning, while continuing to encourage cleaner air in the state.		02/17/2004-A PRINT
AB 2128 (Jackson) A-03/30/2004	**Air pollution: high-emitting vehicles: voluntary retirement.** Existing law establishes the High Polluter Repair or Removal Account in the Vehicle Inspection and Repair Fund for use by the Department of Consumer Affairs and the State Air Resources Board to establish and implement a program for the repair or replacement of high polluting vehicles. Existing law designates the state board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards. This bill would annually		03/31/2004-A TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	transfer $50,000,000, or 50% of the total amount allocated toward environmental programs that mitigate the air impacts of motor vehicles pursuant to SB 1614 of the 2003-04 Regular Session, whichever is greater, from revenues generated by the additional fee that SB 1614 would impose on gasoline and diesel fuel subject to the Motor Vehicle Fuel License Tax or the Diesel Fuel Tax Law, to the High Polluter Repair or Removal Account in the Vehicle Inspection and Repair Fund. The bill would make those moneys available for appropriation by the Legislature to provide financial incentives to vehicle owners to voluntarily retire a gross polluter or other high-emitting vehicle as part of the Voluntary Accelerated Light-Duty Vehicle Retirement Enterprise program. The bill would authorize a financial incentive within that program in the amount of $500 for each vehicle retired, and would authorize an incentive in the amount of $1,000 for each vehicle that is retired and replaced by a new advanced technology partial electric vehicle that meets or exceeds the standards adopted by the state board for partial zero-emission vehicles. This bill contains other related provisions and other existing laws.		
AB 2198 (Liu) I-02/18/2004	**State agencies: reports: electronic format.** Existing law requires state agencies to prepare and submit various reports to the Legislature, the Governor, and other recipients. This bill would provide that when a state agency is requested or required to submit a report, and the resolution or statute does not require that each specified recipient receive a physical copy of the report, then, in the case of a report to the Governor, a physical copy shall be submitted to the Governor, in the case of a report to the Legislature, a physical copy shall be submitted to the Clerk of the Assembly and the Secretary of the Senate, and in the case of a report to a specified committee of the Legislature, a physical copy shall be submitted to the chairperson and vice chairperson of the committee. It also would require that each report a state agency is required to submit be available in an electronic format and specify an Internet Web site where the report may be downloaded and a telephone number to call to order a physical copy of the report.		03/01/2004-A B. & P.
AB 2209 (Wiggins) A-04/01/2004	**Rental cars.** Existing law requires, among other things, that motor vehicles be registered and that the appropriate fees be paid before the motor vehicle may be driven, moved, or left standing upon a highway. This bill would provide that, notwithstanding any other provision of law, a rental company, as defined, may rent in California a passenger vehicle that is registered in another state or in the District of Columbia, subject to certain conditions. This bill contains other		04/01/2004-A TRANS.

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
	related provisions and other existing laws.		
AB 2290 (Chavez) I-02/19/2004	**Local agency fees: state entities: private service providers.** Existing law exempts certain public entities from various fees imposed by local agencies. This bill would provide that, to the extent a local agency fee may not be imposed on a school district or community college district, the University of California, the California State University, or a state agency, a revenue-based fee may not be imposed on a private entity with respect to revenues directly related to the provision of services to that public entity by the private entity. This bill contains other related provisions and other existing laws.		03/04/2004-A L. GOV.
AB 2304 (Richman) I-02/19/2004	**Energy resources.** Existing law requires the State Energy Resources Conservation and Development Commission to submit quarterly reports to the Legislature summarizing the amount of methyl tertiary-butyl ether (MTBE) used in gasoline by each refinery during the preceding quarter and comparing that amount to the amount of MTBE used in gasoline by each refinery during the previous quarter. This bill would delete this reporting requirement. This bill contains other related provisions and other existing laws.		03/23/2004-A NAT. RES.
AB 2305 (Richman) I-02/19/2004	**Petroleum infrastructure: permitting process.** The Warren-Alquist State Energy Resources Conservation and Development Act establishes a permitting process for powerplants. This bill would require the State Energy Resources Conservation and Development Commission (Energy Commission) to make recommendations to the Legislature for establishing a streamlined permitting process for petroleum-related infrastructure.	**3/12/04 Legis Comm: Oppose, staff to continue to monitor**	03/18/2004-A NAT. RES.
AB 2311 (Jackson) A-03/30/2004	**Energy efficiency: sustainable building.** Existing law establishes various state programs to encourage conservation and energy efficiency in public buildings. This bill would provide that the state sustainable building goal is to site, design, demolish, construct, renovate, operate, and maintain state buildings that are models of energy, water, and materials efficiency, while providing healthy, productive, and comfortable indoor environments and long-term benefits to the residents of the state. The bill would require the Secretary for State and Consumer Services to facilitate the incorporation of sustainable building practices into the planning, operations, policymaking, and regulatory functions of state agencies and, no later than July 1, 2005, submit a report to the Governor with a recommended strategy for achieving this objective.		03/31/2004-A B. & P.

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
AB 2353 (Leslie) A-03/31/2004	**Neighborhood Electric Vehicles.** Existing law defines "low-speed vehicle" for purposes of the Vehicle Code as a motor vehicle, other than a motor truck, with 4 wheels on the ground that is capable of a minimum speed of 20 miles per hour and a maximum speed of 25 miles per hour on a paved level surface and that has an unladen weight of 1800 pounds or less. Existing law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A violation of the Vehicle Code is an infraction, unless otherwise specified. This bill would revise the provisions relating to a golf cart transportation plan to instead authorize a city or county to establish a neighborhood electric vehicle (NEV) transportation plan subject to the same review process. The bill would define "neighborhood electric vehicle" for these purposes to have the same meaning as the above definition of "low-speed vehicle." The bill, among other things, would provide for the plan to authorize the use of state highways by NEVs under certain conditions. The bill would enact other related provisions. Because the bill would revise the definition of a crime, it would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		04/01/2004-A TRANS.
AB 2366 (Chan) A-03/24/2004	**Registration fees: additional: pollution control.** Existing law requires the Department of Motor Vehicles to collect additional fees upon the registration or renewal of registration of any motor vehicle registered in a county air pollution control district, air quality management district, or unified or regional air pollution control district, if requested by the district and if the district imposes the additional fees and implements a corresponding program under the California Clean Air Act of 1988. This bill would authorize the Bay Area Air Quality Management District to also impose a $1 fee on the initial registration and renewal of registration of motor vehicles in the bay area district. The bill would require the bay area district to expend moneys generated by the fee only to reduce emissions from vehicular sources. This bill contains other related provisions and other existing laws.		03/25/2004-A TRANS.
AB 2424 (Malfa, La) I-02/19/2004	**Air pollution: emission reduction credits: light-duty vehicles.** Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards. Existing law designates the state board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the state board to adopt, not later than December 31, 1998, a		02/19/2004-A PRINT

Bill Author Current Text Version	Topic/Summary	Position	Status
	statewide program that, among other things, provides for the creation, exchange, use, and retirement of light-duty vehicle mobile source emission reduction credits, sets out the criteria for retiring or otherwise disposing of high-emitting vehicles purchased for the program, authorizes the issuance of those credits to private entities that purchase and properly retire high-emitting vehicles, and provides for the retirement of those credits when used. This bill would make technical, nonsubstantive changes to those program requirements.		
AB 2434 (Bates) A-03/24/2004	**Public Utilities Commission: railroad crossings.** Existing law prohibits the construction of any railroad crossing without the permission of the Public Utilities Commission. This bill would require the commission to approve specified railroad crossings in the City of San Clemente on or before June 30, 2004. This bill contains other related provisions.		03/25/2004-A TRANS.
AB 2466 (Committee on Environmental Safety and Toxic Materi) I-02/19/2004	**California Environmental Protection Agency.** Existing law authorizes the Governor to appoint 3 deputies to the Secretary for Environmental Protection, one of whom is a deputy secretary for law enforcement and counsel and one of whom is a deputy secretary for external affairs. This bill would make nonsubstantive technical changes in those provisions.		04/01/2004-A E.S. & T.M.
AB 2482 (Campbell) I-02/19/2004	**State reports: electronic format.** Existing law provides that any report required or requested by law to be submitted by a state or local agency to the members of either house of the Legislature generally, but not to a committee or other specified entity within the Legislature, shall instead be submitted to the Legislative Counsel, the Secretary of the Senate, and the Chief Clerk of the Assembly, and include a summary of its contents. A state or local agency is deemed to have complied with these requirements if it submits one hard copy of the report to these entities. This bill instead would require a state agency to submit reports as specified under these provisions, including reports to a committee or other specified entity within the Legislature, in electronic form, and to submit the summary in the form of a physical copy. It would require the agency to provide a physical copy of a report to a committee or other specified entity in the Legislature upon request.		03/04/2004-A B. & P.
AB 2485 (Chan) I-02/19/2004	**Schools: environmental and endangerment assessments.** The existing Leroy F. Greene School Facilities Act of 1998 (Greene Act of 1998), makes funding available to eligible school districts for various purposes related to school facilities. Existing law establishes, as a condition of receipt of		04/01/2004-A E.S. & T.M.

Bill Author Current Text Version	Topic/Summary	Position	Status
	state funding under the Greene Act of 1998, that the governing board of a school district comply with prescribed provisions relating to environmental or endangerment assessment of a proposed schoolsite prior to acquisition of the site. The evaluation of a proposed schoolsite is required to include the location of the site with respect to population, transportation, water supply, waste disposal facilities, utilities, traffic hazards, surface drainage conditions, and other factors affecting the operating costs, as well as the initial costs, of the total project. The governing board of a school district may not approve a project involving the acquisition of a schoolsite unless it determines the property does not contain a pipeline, situated underground or above ground, that carries hazardous substances, acutely hazardous materials, or hazardous wastes, unless the pipeline is a natural gas line that is used only to supply natural gas to that school or neighborhood. The governing board of a school district is required to undertake steps to identify any permitted or nonpermitted facility, including railyards, that are within1/4 of a mile of the proposed schoolsite, that might reasonably be anticipated to emit hazardous air emissions, or to handle hazardous or acutely hazardous materials, substances, or waste. This bill would authorize the governing board of a school district to make a written request to any person, corporation, public utility, local publicly owned utility or governmental agency for information necessary or useful to make an assessment of a proposed schoolsite pursuant to these provisions. Any person, corporation, public utility, local publicly owned utility, or governmental agency receiving a written request for information, would be required to provide a written response within 30 calendar days of receipt of the request, or within any additional grant of time given by the governing board of the school district. If no response is received within 30 calendar days of service of a request for information, or within the period of any extension, the governing board of the school district would be authorized to use worst case assumptions regarding risk assessments, based upon available information. This bill contains other related provisions and other existing laws.		
AB 2526 (Oropeza) I-02/20/2004	**Carl Moyer Memorial Air Quality Standards Attainment Program: diesel fuel tax money.** The Carl Moyer Memorial Air Quality Standards Attainment Program provides grants to offset the incremental cost of projects that reduce emissions of NOx from covered sources in California. The Carl Moyer Memorial Air Quality Standards Attainment Trust Fund is established to make money in the fund available for purposes of the program upon appropriation by the		03/08/2004-A TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	Legislature. The Diesel Fuel Tax Law imposes a tax upon diesel fuel and requires the money derived therefrom, with a specified exception, to be deposited in the State Treasury to the credit of the Motor Vehicle Fuel Account in the Transportation Tax Fund. This bill would require a portion of the money derived from the diesel fuel tax to be deposited into the Carl Moyer Memorial Air Quality Standards Attainment Trust Fund, as provided.		
AB 2541 (Frommer) I-02/20/2004	**Low Emission Contractor Incentive Program.** Existing law requires the State Energy Resources Conservation and Development Commission, the Department of General Services, and the State Resources Board to develop and adopt fuel-efficiency specifications governing the purchase of state motor vehicles and replacement tires that will reduce petroleum consumption of the state vehicle fleet to the maximum extent practicable and cost effective. This bill would require the Department of General Services, in consultation with the State Air Resources Board, to develop and implement a Low Emission Contractor Incentive Program on or before July 1, 2005. The bill would require the program to provide bonuses or preferences for contractors who procure and operate low-emission vehicles, obtain low-emission fleet status for off-road equipment fleets and heavy-duty on-road vehicle fleets, and implement a certified ridesharing program that uses low-emission vehicles. The bill, with limited exceptions, would require every advertisement or notice for bids on contracts within the program to include program requirements that specify the minimum bonus or preference that would be awarded in the evaluation and scoring of bids for bidders who meet specified requirements.		03/11/2004-A B. & P.
AB 2585 (Parra) I-02/20/2004	**San Joaquin Valley Air Pollution Control District: Joint Strike Fighter Impact Zone.** Existing law requires the air quality management districts and air pollution control districts, subject to the powers and duties of the State Air Resources Board, to adopt and enforce rules and regulations to achieve and maintain the state and federal ambient air quality standards in all areas affected by emission sources under their jurisdiction. Existing law establishes the San Joaquin Valley Unified Air Pollution Control District, formed by the Counties of Fresno, Kern, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and consisting of the Counties of Fresno, Kings, Madera, Merced, San Joaquin, Stanislaus, and Tulare, and that portion of the County of Kern that is within the San Joaquin Valley Air Basin, as a single integrated agency. Existing law establishes the Air Pollution Control Fund in the State Treasury.		03/11/2004-A NAT. RES.

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
	This bill would state the Legislature's intent to encourage the United States Navy to select Lemoore Naval Air Station as the Navy's West Coast Operations Center to house the F-35 Joint Strike Fighter. This bill would require the San Joaquin Valley district to develop and adopt by regulation, not later than January 1, 2008, a program to fund projects that the district determines will provide measurable reductions in emissions of air contaminants from stationary or mobile sources in the district, to offset or mitigate any increase in air pollution that may result if the United States Navy selects the Lemoore Naval Air Station to house the F-35 Joint Strike Fighter. The bill would create the Joint Strike Fighter Impact Zone Account in the Air Pollution Control Fund, and would make the moneys deposited in that account available, upon appropriation by the Legislature, as provided, for expenditure by the district, without regard to fiscal year, for that offset and mitigation program associated with the housing of the F-35 Joint Strike Fighter at the Lemoore Naval Air Station. The additional duties required of the San Joaquin Valley district by the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 2602 (Calderon) I-02/20/2004	**Railroad safety.** Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including railroad corporations, and authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. This bill would state the intent of the Legislature, in subsequent amendments to the bill, to place the responsibility of this state for railroad safety in the hands of the federal government.		02/20/2004-A PRINT
AB 2628 (Pavley) A-04/01/2004	**Vehicles: preferential lanes.** Existing law permits the use of exclusive or preferential use of highway lanes or highway access ramps by ultra low-emission vehicles (ULEV) and super ultra-low emission vehicles (SULEV), that have displayed a distinctive decal, label, or other identifier issued by the Department of Motor Vehicles. This bill would include a hybrid vehicle that meets California's advanced technology partial zero-emission vehicle (AT PZEV) standard for criteria pollutant emissions and has a 45 miles per gallon or greater fuel economy highway rating , and a hybrid vehicle that was produced during the 2004 model year or earlier and has a 45 miles per gallon or greater fuel economy highway rating and meets California's ultra-low emission vehicle (ULEV) , super ultra-low emission vehicle (SULEV), or partial zero-emission vehicle (PZEV) standards for exhaust emissions, within the scope of vehicles permitted to be issued a	**3/12/04 Legis Comm: Support with amendments**	04/01/2004-A TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	decal, label, or other identifier to use the exclusive or preferential highway lanes or highway access ramps and toll-free and reduced-rate passage on specified bridges. To the extent that this would increase the level of service of the commission, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
AB 2643 (Canciamilla) A-03/26/2004	**Energy: natural gas.** Existing law requires the State Energy Resources Conservation and Development Commission to perform certain planning functions relating to the siting and design of electric power generating and related facilities. Existing law requires the commission to adopt an integrated energy policy report, beginning November 1, 2003, and every 2 years thereafter. This bill would require the commission, in consultation with the Public Utilities Commission, to prepare , as a component of the 2005 integrated energy policy report, an assessment regarding the costs and benefits of siting liquefied natural gas facilities within the state.		03/30/2004-A NAT. RES.
AB 2644 (Oropeza) I-02/20/2004	**Air pollution: schoolbus idling and idling at schools.** Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards. Existing law also designates the state board as the state agency with the primary responsibility for the control of vehicular air pollution. Existing law requires the state board to identify toxic air contaminants that are emitted into the ambient air of the state, and requires the state board to establish toxic control measures for toxic air contaminants. Existing regulations adopted by the state board establish toxic control measures to limit schoolbus idling and idling at schools. Those existing regulations require drivers of schoolbuses, transit buses, school pupil activity buses, youth buses, general public paratransit vehicles, as those terms are defined in the regulations, and specified transit buses and commercial motor vehicles to, among other things, turn off the bus or vehicle engine upon stopping at or within 100 feet of a school, prohibits those drivers from turning the bus or vehicle engine on more than 30 seconds before beginning to depart from a school or within 100 feet of a school, and prohibits those drivers from causing the bus or vehicle to idle for more than 5 consecutive minutes or 5 aggregate minutes in any one hour at any location greater than 100 feet from a school. Those existing regulations provide that any violation of those requirements subjects the driver or the motor carrier to a minimum civil penalty of $100. Those existing regulations authorize the state board, peace officers and the authorized representatives of		03/08/2004-A TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	their law enforcement agencies, and air quality management districts and air pollution control districts, to enforce those provisions. This bill would codify those regulations.		
AB 2652 (Bates) A-04/01/2004	**Electricity: Repowering powerplants.** The Public Utilities Act imposes various duties and responsibilities on the Public Utilities Commission with respect to the purchase of electricity and requires the commission to review and adopt a procurement plan for each electrical corporation. This bill would provide that in approving an electrical corporation's procurement plan, the commission would require that an electrical corporation consider repowering facilities, as defined, as a priority means to meet its procurement plan requirements if the repowered facility meets environmental and efficiency standards established by the commission, in consultation with the State Energy Resources Conservation (Energy Commission) and Development Commission and the Independent System Operator. The bill would require that an electrical corporation give first consideration for long-term and medium-term electricity procurement contracts to a repowered facility that reduces transmission congestion, resulting in cost-effective delivery of electricity on behalf of ratepayers. The commission would be required to expedite regulatory review and approval of any redeveloped facility, including the issuance of any necessary certificate of public convenience and necessity. This bill contains other related provisions and other existing laws.		04/01/2004-A U. & C.
AB 2683 (Lieber) A-03/24/2004	**Air pollution: smog check.** Existing law establishes a motor vehicle inspection and maintenance program (smog check), administered by the Department of Consumer Affairs and the State Air Resources Board, that provides for the inspection of all motor vehicles, except those specifically exempted from the program, upon registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Existing law requires the Department of Motor Vehicles to require any motor vehicle subject to those requirements to demonstrate compliance with those requirements. Existing law also establishes an enhanced motor vehicle inspection and maintenance program (smog check II) in each urbanized area of the state, any part of which is classified by the United States Environmental Protection Agency as a serious, severe, or extreme nonattainment area for specified air contaminants. Existing law also requires the smog tests to include, at minimum, loaded mode dynamometer testing in enhanced areas, and 2-speed testing in all other	**3/12/04 Legis Comm: Watch**	03/25/2004-A TRANS.

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
	program areas, and a visual or functional check of emission control devices specified by the department. Existing law exempted from those requirements, until January 1, 2003, any motor vehicle manufactured prior to the 1974 model-year, and after that date, any motor vehicle that is 30 or more model-years old. This bill would instead exempt from the smog check requirements , and the smog check compliance requirements, any motor vehicle manufactured prior to the 1976 model-year. This bill contains other related provisions and other existing laws.		
AB 2685 (Oropeza) I-02/20/2004	**Energy resources: Energy Independence Board.** Existing law provides for the restructuring of California's electric power industry so that the price for the generation of electricity is determined by a competitive market. This bill would create the Energy Independence Board within the Office of Planning and Research to facilitate the development of electricity generation facilities, as defined. The bill would require the focus of the board to be on streamlining regulatory requirements and processes. The bill would not authorize the board to reduce existing environmental or other regulatory requirements.		03/08/2004-A U. & C.
AB 2701 (Runner) A-04/01/2004	**Environmental protection: reports.** Existing law requires the California Environmental Protection Agency, and its boards, departments, and offices to prepare and submit to the Governor and the Legislature various reports containing specified information on the implementation and effectiveness of certain programs, policies, and projects to ensure the protection of natural resources in the state. This bill would require the California Integrated Waste Management Board, in consultation with state agencies that are affected by the changes made by the bill, to develop and implement guidelines, by January 1, 2005, to provide and produce reports and other documentation, including guidance documents, fact sheets, and other publications and written materials, in the most efficient and environmentally sustainable manner possible. The bill would require the guidelines to include the distribution of reports and other documentation by electronic means and compact discs, information on posting reports and other documentation on state agency Web sites, and techniques for the production of reports and other documentation that are economically and environmentally preferable, including, but not limited to, double-sided printing, using postconsumer recycled content paper, and minimizing ink coverage, specified cost reduction options, and the distribution of a reasonable number of printed reports to ensure public access. This bill contains other related provisions and other		04/01/2004-A E.S. & T.M.

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
	existing laws.		
AB 2794 (McCarthy) I-02/20/2004	**Income and corporation taxes: credit: deduction: diesel fuel.** The Personal Income Tax Law and the Corporation Tax Law authorize various deductions and credits in computing the taxes imposed by those laws. This bill would, under both laws, beginning on January 1, 2006, allow a credit in an amount equal to 5 for each gallon of low sulfur diesel fuel produced by a small business refiner, as defined, at any facility located in this state. business refiner to elect to treat 75% of qualified capital costs, as defined, as expenses not chargeable to capital account and expenses that may be deducted, as provided. This bill contains other related provisions.		03/11/2004-A REV. & TAX
AB 2809 (Canciamilla) I-02/20/2004	**Air pollution: confined animal facilities.** Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards in the state. Existing law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, and, subject to the powers and duties of the State Air Resources Board, requires that districts adopt and enforce rules and regulations to achieve and maintain the state and federal ambient air quality standards in all areas affected by emission sources under their jurisdiction. Existing law requires the state board, on or before July 1, 2005, to review all available scientific information, including, but not limited to, emissions factors for confined animal facilities, and the effect of those facilities on air quality in the basin and other relevant scientific information, and develop a definition for the source category of a "large confined animal facility." Existing law requires each district that is designated as a federal nonattainment area for ozone as of January 1, 2004, to adopt, implement, and submit for inclusion in the state implementation plan, not later than July 1, 2006, a rule or regulation that requires the owner or operator of a large confined animal facility, as the definition of that term is developed by the state board, to obtain a permit from the district to reduce, to the extent feasible, emissions of air contaminants from the facility. This bill would prohibit a district from issuing a permit for a confined animal facility prior to the completion of the scientific review by the state board. The bill would also make a technical, nonsubstantive change to delete redundant provisions within those requirements.	**3/12/04 Legis Comm: Oppose**	03/11/2004-A NAT. RES.
AB 2847 (Oropeza) I-02/20/2004	**Gasoline and motor vehicle diesel fuel fee.** The Motor Vehicle Fuel License Tax Law imposes a tax of 18 per gallon of		03/18/2004-A TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	fuel, and requires, if the federal fuel tax is reduced below the rate of 9 per gallon and federal financial allocations to this state are reduced or eliminated, that the tax rate be increased so that the combined state and federal tax rate per gallon equals 27 . The Diesel Fuel Tax Law imposes an excise tax for the use of fuel at a rate of 18 per gallon, and requires that, if the federal fuel tax is reduced below the rate of 15 per gallon and specified federal financial allocations to this state are reduced or eliminated, the tax rate be increased by an amount so that the combined state and federal tax rate per gallon equals 33 per gallon. This bill would also, until January 1, 2008, impose a 5 fee on each gallon of gasoline subject to the Motor Vehicle Fuel License Tax Law and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law. The revenues from the fee would be deposited in the Highway Fee Fund created by the bill. The bill would require the fee to be imposed on those persons and entities subject to and would be collected pursuant to the same procedures set forth in the Motor Vehicle Fuel License Tax Law and the Diesel Fuel Tax Law. The bill would require money from the fee, except for refunds, to be used, upon appropriation by the Legislature, only to finance the maintenance, operation, improvement, and construction of the state highway and local street and road system, and to finance environmental programs that mitigate the air impacts of motor vehicles.		
AB 2863 (Pavley) I-02/20/2004	**School facilities: indoor air quality.** Existing law authorizes the Occupational Safety and Health Standards Board to adopt occupational safety and health standards and orders. Other existing law, the Leroy F. Greene School Facilities Act of 1998 (Green Act), requires the State Allocation Board to allocate to applicant school districts funding for construction of school facilities, including funding for new construction and modernization. This bill would impose a state-mandated local program by requiring each school, on or before January 1, 2007, to develop an indoor air quality management plan that includes measures to achieve full compliance with regulations for ventilation and moisture intrusion adopted by the Occupational Safety and Health Standards Board. The bill would require the governing board of each school district to review and approve each plan at a regularly scheduled and noticed public meeting. The bill would require a school district applying for funds pursuant to the Greene Act to include in its plans and specifications for the new construction or modernization of a school building a draft indoor air quality management plan. The bill would require a school district to submit a final plan to the State Allocation Board within one		03/15/2004-A ED.

Bill Author Current Text Version	Topic/Summary	Position	Status
	year of completion of the new construction or modernization. This bill contains other related provisions and other existing laws.		
AB 2880 (Pavley) I-02/20/2004	**Vehicles: registration: fees: increase.** Existing law requires the Department of Motor Vehicles, if requested by an air pollution control district or an air quality management district, to impose and collect a surcharge of not more than $4 on the registration fees for every motor vehicle registered in that district, as specified by the governing body of the district. This bill would increase the specified fee amount to $6.	**3/12/04 Legis Comm: Watch, staff to report back on the State's position, and to seek clarification on stringent guidelines**	03/15/2004-A TRANS.
AB 2899 (Horton, Shirley) I-02/20/2004	**Biodiesel.** Existing law generally imposes restrictions upon the sale of nonconforming fuel products. Existing law exempts developmental engine fuels authorized by the Department of Food and Agriculture from these restrictions, as specified. This bill would specify standards for biodiesel and biodiesel blends, as defined. The bill would provide that no person shall sell at retail to the general public, specified biodiesel fuel from any place of business in this state unless there is displayed in a conspicuous place on the dispensing apparatus at least one sign stating the concentration of biodiesel, as specified. This bill would also create a voluntary CO2 content labeling program for petroleum, biodiesel, and finished fuel blends containing biodiesel in order to provide distributors and retailers of petroleum, biodiesel, and biodiesel blended fuels the ability to voluntarily display a pump or tank label displaying recognized CO2 life-cycle reductions. Because a violation of the provisions relating to petroleum is a misdemeanor, this bill would create a new crime, thereby imposing a state-mandated local program. This bill contains other related provisions and other existing laws.		03/15/2004-A TRANS.
AB 2906 (Nation) A-04/01/2004	**Air pollution: vehicles: global warming gasses.** Existing law requires the State Air Resources Board to specify smog index numbers for new light-duty passenger vehicles and light-duty trucks with a gross vehicle weight of up to 6,000 pounds sold within California, based upon evaporative emissions of ozone precursor chemicals. Existing law requires the board, in consultation with the Bureau of Automotive Repair, to establish smog index numbers for classes or categories of vehicles that may be modified by the use of an emissions retrofit device. Existing law requires the board to adopt regulations specifying a form of decal to be affixed by manufacturers to new motor vehicles to inform purchasers of the smog index for the vehicle, a smog index chart listing vehicle model years and the corresponding smog index for that model year to be affixed by motor vehicle dealers to used motor		04/01/2004-A TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	vehicles, and information to inform purchasers of the significance of the smog index and smog index chart. Existing law makes these requirements inoperative 5 years after the Department of Consumer Affairs determines that a specified system for the electronic filing of certificates of compliance or noncompliance is operational. This bill would require the board to specify smog index numbers for new light-duty passenger vehicles and light-duty trucks with a gross vehicle weight of up to 8,500 pounds sold within California, based upon evaporative emissions of ozone precursor chemicals. The bill would require the board, not later than January 1, 2007, to revise the decal that is required to be affixed to a new motor vehicle, to specify certain information relative to emissions of global warming gases, as defined, accompanied by an explanation of the cause of emissions of global warming gases from vehicles and how the emissions may be reduced. The decal would be affixed to all vehicles subject to the revised requirements beginning with the 2009 vehicle model year.		
AB 2924 (Wiggins) I-02/20/2004	**Energy: zero energy homes.** Under existing law, the Public Utilities Commission has regulatory authority over public utilities, including electrical corporations, and authorizes the commission to establish rules for all public utilities, subject to control by the Legislature. Existing law requires the commission to require an electric or gas corporation to perform home weatherization services, as defined, for low-income customers, as determined by the commission. This bill would declare the intent of the Legislature, in subsequent legislation, to establish, increase, and modify incentives and to provide financing mechanisms for energy efficiency and photovoltaic capabilities for subsidized and affordable housing, and to establish "zero energy homes" as a goal for low-income and first-time home buyers.		02/20/2004-A PRINT
AB 2939 (Diaz) I-02/20/2004	**State Air Resources Board.** Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards. Existing law designates the state board as the state agency with the primary responsibility for the control of vehicular air pollution, and designates air pollution control districts and air quality management districts as the agencies with the primary responsibility for the control of air pollution from all sources other than vehicular sources. This bill would declare the intent of the Legislature to enact legislation to make technical changes to the duties and responsibilities of the State Air Resources Board.		02/20/2004-A PRINT

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
AB 2953 (Canciamilla) I-02/20/2004	**Air pollution: Carol Moyer Memorial Air Quality Standards Attainment Program: eligibility criteria.** Existing law, the Carl Moyer Memorial Air Quality Standards Attainment Program, administered by the State Air Resources Board and delegable to air pollution control and air quality management districts, provides grants to offset the incremental costs of eligible projects that reduce emissions of oxides of nitrogen from covered vehicles and covered engines, as defined, in the state. Under existing law, eligible projects include the purchase of new very low or zero-emission covered vehicles or covered engines, emission-reducing retrofit of covered engines, or replacement of old engines powering covered sources with newer, cleaner engines, purchase and use of emission-reducing add-on equipment for covered vehicles, and development and demonstration of practical, low-emission retrofit technologies, repower options, and advanced technologies for covered engines and vehicles with very low emissions of oxides of nitrogen. Existing law prohibits the program from funding a new purchase, retrofit, repower, or add-on equipment if it is required by any local, state, or federal statute, rule, regulation, memoranda of agreement or understanding, or other legally binding document, but authorizes the funding of an otherwise qualified project that the State Implementation Plan assumes that the change in equipment, vehicles, or operations will occur, only if the change is not required by a statute, regulation, or other legally binding document in effect as of the date the grant is awarded. This bill would authorize, until January 1, 2010, notwithstanding that prohibition, any district that is designated a serious nonattainment area for the federal ambient air quality standard for particulate matter or ozone to adopt and implement, after a public hearing and workshop, rules and regulations for eligibility criteria that authorizes the funding through the program of a new purchase, retrofit, repower, or add-on equipment for agricultural sources of air pollution that is also required by any local, state, or federal statute, rule, regulation, memoranda of agreement or understanding, or other legally binding document. The bill would authorize in those districts the funding under the program of an otherwise qualified project for agricultural sources of air pollution that the State Implementation Plan assumes that the change in equipment, vehicles, or operations will occur, even if the change is required by a statute, regulation, or other legally binding document in effect on the date the grant is awarded.		03/15/2004-A TRANS.
AB 2983 (McCarthy) I-02/20/2004	**Air pollution: Clean Schoolbuses, Healthy Kids Program.** Existing law designates the State Air Resources Board as the state agency		02/20/2004-A PRINT

Bill Author Current Text Version	Topic/Summary	Position	Status
	charged with coordinating efforts to attain and maintain ambient air quality standards. Existing law designates the state board as the state agency with the primary responsibility for the control of vehicular air pollution, and air pollution control districts and air quality management districts with the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing regulations adopted by the state board establish the Lower-Emission School Bus Program, administered by the state board. This bill would declare the intent of the Legislature to establish the Clean Schoolbuses, Healthy Kids Program, to be administered by the state board in conjunction with the existing Lower-Emission School Bus Program.		
AB 3011 (Laird) A-04/01/2004	**Santa Clara Valley Transportation Authority: vehicle fee for traffic congestion management.** Existing law authorizes air districts and other local agencies to impose fees on the registration of motor vehicles in certain areas of the state that are in addition to basic vehicle registration fee collected by the Department of Motor Vehicles. This bill would authorize the Santa Clara Valley Transportation Authority to impose an annual fee of up to $4 on motor vehicles registered within Santa Clara County for a program for the management of traffic congestion and for street and highway purposes within that county commencing on July 1, 2005. The bill would require a program with performance measures and a budget before the fee may be imposed, and would require an independent audit and a report to the Legislature. The bill would require the Department of Motor Vehicles to collect the fee and distribute the proceeds, after deduction of specified costs, to the authority. The authority to impose the fee would terminate on January 1, 2010.		04/01/2004-A TRANS.
ACA 21 (Bogh) I-01/07/2004	**Motor vehicle fuel sales tax revenue.** Existing provisions of the California Constitution require that sales taxes on motor vehicle fuel that are deposited into the General Fund be transferred to the Transportation Investment Fund and used for transportation purposes, but allow the transfer of these revenues to be suspended in whole or in part for a fiscal year under specified circumstances by a statute enacted by a 2/3 vote of the membership of each house of the Legislature. This measure would change the vote requirement to 4/5 of the membership of each house of the Legislature in order to enact a statute suspending in whole or in part the transfer of this particular revenue from the General Fund to the Transportation Investment Fund.		03/25/2004-A TRANS.
SB 537 (Romero)	**Solid waste: management: Los Angeles County Sanitation Districts.**		01/26/2004-A DESK

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
A-01/20/2004	Existing This bill would require the Sanitation Districts of the County of Los Angeles, by July 1, 2004, to report to the Legislature on specified information relating to the design of a solid waste system planned to be developed in the jurisdiction of the districts. The bill would impose a state-mandated local program by imposing a new duty on a local agency. This bill contains other related provisions and other existing laws.		
SB 706 (Florez) A-01/20/2004	**Air pollution: control measures: woodstoves and fireplaces.** Existing law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources. Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards. Existing federal regulations establish standards of performance for new residential wood heaters. Existing law requires the state board, on or before January 1, 2005, in consultation with the districts, to develop and adopt a list of the most readily available, feasible, and cost-effective proposed control measures that could be employed to reduce emissions of particulate matter in the state from specified emission source categories, including woodstoves and fireplaces. This bill would require that any emission standard adopted by a district or the state board for a woodstove or fireplace be consistent with any applicable control measure on the list developed and adopted by the state board .		01/26/2004-A DESK
SB 1211 (Ortiz) A-04/01/2004	**Air pollution: stationary sources: prosecution of violations.** Existing law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, subject to the powers and duties of the State Air Resources Board. Existing law subjects any person that violates any rule, regulation, permit, or order of the state board or a district pertaining to emissions of air contaminants or toxic air contaminants to fines, imprisonment, and civil penalties. Existing law provides that the recovery of a civil penalty for an air quality violation precludes criminal prosecution. Existing law also provides that the filing of a criminal complaint requires the dismissal of any civil action for the same offense, but exempts from that requirement any portion of a civil action requesting injunctive relief. This bill would instead specify that the recovery of a civil penalty for an air quality violation does not preclude criminal prosecution for the same offense, and would specify that when a district refers a violation to a prosecuting	**3/12/04 Legis Comm: Support with amendments**	02/26/2004-S ENV. QUAL.

Bill Author Current Text Version	Topic/Summary	Position	Status
	agency, the filing of a criminal complaint for an air quality violation is not grounds for prohibiting the filing of, or for requiring the dismissal of, any civil action brought for the same offense. This bill contains other related provisions and other existing laws.		
SB 1214 (Kuehl) A-03/26/2004	**Salton Sea Restoration: restoration study.** Existing law enacts the Salton Sea Restoration Act. Existing law requires the Secretary of the Resources Agency, in consultation with the Department of Fish and Game, the Department of Water Resources, the Salton Sea Authority, appropriate air quality districts, and the Salton Sea Advisory Committee, to undertake a restoration study to determine a preferred alternative for the restoration of the Salton Sea ecosystem. Existing law requires that the study establish an evaluation of, and suggested criteria for, a selection of alternatives that will allow for consideration of a range of alternatives, including, but not limited to, an alternative designed to sustain avian biodiversity at the Salton Sea, but not maintain elevation for the whole sea, an alternative to maintain salinity at or below current conditions and elevation near 230 feet below mean sea level under a variety of inflow conditions, and a most cost-effective technical alternative. This bill would recast the required evaluation to require that the study establish an evaluation of alternatives for the restoration of the Salton Sea that includes consideration of strategies for salinity control, habitation creation and restoration, and different shoreline elevations and surface area configurations. The bill would require the evaluation to include suggested criteria for selecting and evaluating alternatives consistent with the Salton Sea Restoration Act and would require the evaluation to include, but not be limited to, at least one most cost-effective, technically feasible, alternative. This bill contains other related provisions and other existing laws.		03/26/2004-S APPR.
SB 1224 (Ortiz) I-02/11/2004	**Hazardous waste violations: air districts.** Existing law requires the Secretary for Environmental Protection to implement a unified hazardous waste and hazardous materials management regulatory program. A city or local agency that meets specified requirements is authorized to apply to the secretary to implement the unified program, and every county is required to apply to the secretary to be certified to implement the unified program as a certified unified program agency (CUPA). This bill would additionally require an air pollution control district and an air quality management district to provide this notification to the local health officer and the director of environmental health of a county, city, or district, and to the certified unified program agency. The bill would also increase from 15 days to		02/26/2004-S ENV. QUAL.

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
	30 days the amount of time for which the notification is required to be made after the department, board, or air district is informed of, or discovers, an illegal or potentially hazardous disposal of hazardous waste, or proposes to take certain enforcement actions. This bill contains other related provisions and other existing laws.		
SB 1247 (Soto) I-02/12/2004	**Air pollution: reduction of impacts from mobile sources.** Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards. Existing law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, and, subject to the powers and duties of the State Air Resources Board, requires that districts adopt and enforce rules and regulations to achieve and maintain the state and federal ambient air quality standards in all areas affected by emission sources under their jurisdiction. This bill would make legislative findings and declarations regarding the effects of emissions from gasoline and diesel-powered motor vehicles and nonroad engines on public health and the environment in the state. The bill would declare the intent of the Legislature to consider specified principles and criteria when establishing programs to reduce and mitigate the impacts of emissions from gasoline and diesel-powered motor vehicles and nonroad engines.		02/26/2004-S RLS.
SB 1252 (Alarcon) I-02/12/2004	**Solid waste: gasification.** Existing law defines the term "gasification" to mean a technology that uses a noncombustion thermal process to convert solid waste to a clean burning fuel for the purpose of generating electricity, and that meets specified requirements. This bill would make technical, nonsubstantive changes in those provisions, and would make declarations of legislative intent concerning the need to promote and develop incentives for the use of gasification and biomass technology.		02/26/2004-S RLS.
SB 1257 (McClintock) I-02/12/2004	**Vehicles: high-occupancy vehicle lanes.** Existing law authorizes the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, to authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles, as specified. This bill would make technical, nonsubstantive changes in existing law.		02/26/2004-S RLS.
SB 1264 (Committee on Natural	**Natural resources.** Existing law requires the Department of Boating and Waterways to make a		02/26/2004-S N.R. & W.

Bill Author Current Text Version	Topic/Summary	Position	Status
Resources and Wildlife) A-03/18/2004	grant of funds to Lake County to conduct a pilot project until December 31, 1999, of aquatic weed control on Clear Lake in Lake County, under specified conditions. This bill would repeal that provision. This bill contains other related provisions and other existing laws.		
SB 1272 (Ortiz) A-03/23/2004	**Special districts.** Existing This bill would require these audits to be performed in accordance with General Accounting Office standards for financial and compliance audits and would impose various other requirements on these audits, thus imposing a state-mandated local program. The bill would require the Controller to review the audits under specified procedures. This bill contains other related provisions and other existing laws.		02/26/2004-S L. GOV.
SB 1389 (McPherson) I-02/18/2004	**Permits.** Existing law designates the air quality management districts and air pollution control districts as having the primary responsibility for the control of air pollution from stationary sources in the state, subject to the powers of the State Air Resources Board. Each district is authorized to establish, by regulation, a permit system that requires that before any person builds, erects, alters, replaces, operates or uses any article, machine, or other contrivance that may cause the issuance of air contaminants, the person obtain a permit to do so from the applicable district. Existing law requires the state board to implement a program to assist districts to improve efficiencies in the issuance of permits, including a process, developed in coordination with the districts, for the state board to precertify simple, commonly used equipment and processes as being in compliance with applicable air quality rules and regulations. This bill would make a technical, nonsubstantive change to those provisions.		03/04/2004-S RLS.
SB 1397 (Escutia) A-04/01/2004	**Air pollution: South Coast Air Quality Management District: emissions of air contaminants: locomotives and rail yards.** Existing This bill would , notwithstanding any other provision of law, and to the extent permissible under federal law, authorize the south coast district to adopt regulations requiring the owner or lessee of any heavy-duty motor vehicle, nonroad engine, and nonroad vehicle, as those terms are defined in federal law, to install retrofit controls to reduce emissions of air contaminants to the maximum extent feasible, if that vehicle or engine operates substantially in a rail yard in the south coast district and is part of a fleet of 15 or more vehicles or engines that are operated by a single owner or lessee. The bill would prohibit any regulation adopted pursuant to that authority that is applicable to motor vehicles from having an implementation date prior to		03/04/2004-S ENV. QUAL.

Bill Author Current Text Version	Topic/Summary	Position	Status
	January 1, 2007. The bill would require the state board to submit any regulations adopted by the south coast district to the federal Environmental Protection Agency for a waiver from, or the authorization to enforce the state standards in lieu of, any existing federal standards. This bill contains other related provisions and other existing laws.		
SB 1446 (Escutia) I-02/19/2004	**Environmental health data tracking.** Existing law establishes the Environmental Health Surveillance System through an interagency agreement between the State Department of Health Services, the California Environmental Protection Agency, and the University of California if authorized by the Regents, for the purpose of, among other things, tracking and evaluating a variety of chronic diseases in relation to environmental exposures. This bill would require the establishment, pursuant to the agreement, of the Interagency Office of Environmental Health Tracking within the Division of Environmental and Occupational Disease Control within the State Department of Health Services for the purpose of implementing the health tracking program, and would set forth the duties of the office.		03/25/2004-S ENV. QUAL.
SB 1542 (Figueroa) A-03/22/2004	**Bureau of Automotive Repair.** The Automotive Repair Act creates the Bureau of Automotive Repair in the Department of Consumer Affairs, with certain powers and duties relative to the licensing and regulation of automotive repair dealers and various other licensees. Existing law requires the Joint Legislative Sunset Review Committee to hold a public hearing every 4 years to receive testimony from the Director of Consumer Affairs and the bureau, and to evaluate the bureau's effectiveness and efficiency. Existing law requires the bureau to design and approve a required sign at all automotive repair dealer locations advising the public of the bureau's telephone number and other related matters. A violation of the Automotive Repair Act is a crime. This bill would also require the sign to include the bureau' s Internet address. By changing the definition of a crime, the bill would impose a state-mandated local program. The bill would make nonsubstantive changes to the provisions governing the Joint Legislative Sunset Review Committee's review of the bureau . This bill contains other related provisions and other existing laws.		03/04/2004-S RLS.
SB 1614 (Torlakson) I-02/20/2004	**Gasoline and motor vehicle diesel fuel.** The Motor Vehicle Fuel License Tax Law imposes a tax of 18 per gallon of fuel, and requires, if the federal fuel tax is reduced below the rate of 9 per gallon and federal financial allocations to this state are reduced or eliminated,		03/04/2004-S TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	that the tax rate be increased so that the combined state and federal tax rate per gallon equals 27 . The Diesel Fuel Tax Law imposes an excise tax for the use of fuel at a rate of 18 per gallon, and requires that, if the federal fuel tax is reduced below the rate of 15 per gallon and specified federal financial allocations to this state are reduced or eliminated, the tax rate be increased by an amount so that the combined state and federal tax rate per gallon equals 33 per gallon. i This bill would also impose a 10 fee on each gallon of gasoline subject to the Motor Vehicle Fuel License Tax Law and each gallon of motor vehicle diesel fuel subject to the Diesel Fuel Tax Law and would require revenues from the fee to be deposited in the Highway Fee Fund created by the bill. The bill would require the fee to be imposed on those persons and entities subject to and would be collected pursuant to the procedures set forth in the Motor Vehicle Fuel License Tax Law and the Diesel Fuel Tax Law. The bill would require, except for refunds of overpayments, that, upon appropriation by the Legislature, revenues from 9 of the fee be used to finance the maintenance, operation, improvement, and construction of the state highway and local street and road system and that revenues from one cent of the fee be used to finance environmental programs that mitigate the air impacts of motor vehicles. The bill would require the California Transportation Commission to hold hearings annually in order to derive information to report to the Legislature on the amount of funding needed to maintain, operate, improve, and construct the state highway and local street and road system. ,		
SB 1615 (Denham) I-02/20/2004	**Air pollution: smog check: out-of-state vehicles.** Existing law establishes a motor vehicle inspection and maintenance program (smog check), administered by the Department of Consumer Affairs and the State Air Resources Board, that provides for the inspection of all motor vehicles, except those specifically exempted from the program, upon registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Existing law also establishes an enhanced motor vehicle inspection and maintenance program (smog check II) in each urbanized area of the state, any part of which is classified by the United States Environmental Protection Agency as a serious, severe, or extreme nonattainment area for specified air contaminants. Existing law also requires the smog tests to include, at minimum, loaded mode dynamometer testing in enhanced areas, and 2-speed testing in all other program areas, and a visual or functional check of emission control devices specified by the department. Existing law exempted from those requirements, until January 1,	**3/12/04 Legis Comm: Oppose**	03/04/2004-S TRANS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	2003, any motor vehicle manufactured prior to the 1974 model-year, and after that date, exempts any motor vehicle that is 30 or more model-years old. Existing law requires the Department of Motor Vehicles to require that, upon registration of a motor vehicle subject to the smog check program that was previously registered outside this state, a person obtain a valid certificate of compliance or noncompliance. This bill would repeal that provision requiring a person to obtain a certificate of smog check compliance upon the registration of a motor vehicle that was previously registered outside this state. The bill would make related conforming changes and delete obsolete references from existing law.		
SB 1652 (Murray) I-02/20/2004	**Residential building standards: solar energy.** The State Housing Law requires the housing or building department or, if there is no building department, the health department, of every city, county, or city and county, or a specified environmental agency to enforce within its jurisdiction all of the State Housing Law, the building standards published in the State Building Standards Code, and other specified rules and regulations. This bill would declare the intent of the Legislature to enact legislation that would require new residential construction to use solar energy systems, including any photovoltaic solar collector or other photovoltaic solar energy device whose primary purpose is to provide for the collection, distribution, and storage of solar energy for electric generation.		03/04/2004-S RLS.
SB 1656 (Karnette) I-02/20/2004	**Land use: development fees.** The Mitigation Fee Act requires a local agency, in establishing, increasing, or imposing a fee as a condition of approval of a development project, to identify the purpose of the fee and the use to which it is to be put. This bill would declare the Legislature's intent to enact legislation to impose fees or develop regulations that reduce community impacts including, but not limited to, traffic congestion and community blight.		03/04/2004-S RLS.
SB 1706 (Murray) I-02/20/2004	**Building Standards: solar energy.** Existing law requires a solar energy system to meet applicable standards and requirements imposed by state and local permitting authorities. This bill would declare the intent of the Legislature to enact legislation that would require new commercial buildings to use solar energy systems, including any photovoltaic solar collector or other photovoltaic solar energy device whose primary purpose is to provide for the collection, distribution, and storage of solar energy for electric generation.		03/11/2004-S RLS.
SB 1722 (Ducheny)	**Proposition 65: enforcement: judgments.**		03/11/2004-S JUD.

ATTACHMENT 4

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 4.6.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
A-03/23/2004	The existing Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65) prohibits any person, in the course of doing business, from knowingly and intentionally exposing any individual to a chemical known to the state to cause cancer or reproductive toxicity without giving a specified warning, or from discharging or releasing such a chemical into any source of drinking water, except as specified. The act imposes civil penalties upon persons who violate those prohibitions, and provides for the enforcement of those prohibitions by the Attorney General, a district attorney, or specified city attorneys or prosecutors, and by any person in the public interest. Existing law requires 75% of all civil and criminal penalties collected pursuant to the act be deposited in the Safe Drinking Water and Toxic Enforcement Fund in the State Treasury, which may be expended by the director of the lead agency, who is designated by the Governor to implement the act, to implement and administer the act, upon appropriation by the Legislature. Existing law requires 25% of all civil and criminal penalties collected pursuant to the act be paid to the prosecuting office or the person who brought the action in the public interest. The act requires any person bringing an action in the public interest, or any private person filing an action in which a violation of the act is alleged, to notify the Attorney General that such an action has been filed. This bill would additionally require that an action brought in the public interest not be barred by the doctrine of res judicata. The bill would provide that a person who files an action in the public interest is deemed to be in privity with any other person who files an action in the public interest . This bill contains other related provisions.		
SB 1728 (Aanestad) I-02/20/2004	**Private property: state agency access.** Existing law provides that every person who, among other acts, willfully commits a trespass by refusing or failing to leave lands immediately upon being requested by the owner of the land is guilty of a misdemeanor. This bill would prohibit a state agency from entering upon private property except with the consent of the property owner and pursuant to specified requirements, including that a state agency notify the owner of private property by telephone at least 72 hours prior to the agency's entering the property. The bill would define obtaining consent for this purpose as executing an entry permit with specified terms limiting the property owner's liability. The bill would provide that the owner, within 48 hours after receiving this notice, may notify the state agency of specified conditions on the agency's entry upon the property. This bill would further require the state agency, when it enters upon private		03/11/2004-S JUD.

Bill Author Current Text Version	Topic/Summary	Position	Status
	property, to, among other things, comply with any reasonable condition of entry that the property owner may establish. This bill contains other related provisions.		
SB 1732 (Hollingsworth) A-03/24/2004	**Dairy: environmental quality.** Existing law generally regulates the sanitation of dairy farms and milk product plants. This bill would state findings and declarations of the Legislature with respect to the importance of dairy farms to the state. The bill would create within the Department of Food and Agriculture a California Dairy Farmer Environmental Enhancement Program. The purpose of this program would be to add to the protection of this state's resources, including, but not limited to, surface and ground water, air and air quality, and animal and fish habitat, by providing on-farm diary environmental enhancement. This bill would also create the California Dairy Farm Environmental Enhancement Program Fund Account within the Department of Food and Agriculture Fund. Funds collected pursuant to this program would be expended, as specified.		03/11/2004-S AGR. & WAT. RES.
SB 1776 (Bowen) I-02/20/2004	**Electrical energy: thermal powerplants.** Existing law provides for the restructuring of California's electric power industry so that the price for the generation of electricity is determined by a competitive market. Existing law, until January 1, 2004, required the State Energy Resources Conservation and Development Commission (Energy Commission) to establish a process for the expedited review of applications to construct and operate thermal powerplants and related facilities and for the expedited review of repowering projects. This bill would, until January 1, 2007, reinstate those provisions for establishing a process for the expedited review of applications to construct and operate thermal powerplants and related facilities and for the expedited review of repowering projects.		03/11/2004-S E. U., & C.
SB 1805 (Murray) A-03/31/2004	**Solar energy systems.** Existing law requires a solar energy system to meet applicable standards and requirements imposed by state and local permitting authorities. Existing law also requires a solar energy system for heating water to be certified by a nationally recognized certification agency and a solar energy system for producing energy to meet specified safety and performance standards. Notwithstanding these requirements, a homeowners association may impose reasonable provisions that require the owner of a separate interest in a common interest development to obtain association approval of a solar energy system in a separate interest owned by another. This bill would require an association to provide this approval if the solar energy system otherwise meets		03/11/2004-S RLS.

Bill Author Current Text Version	Topic/Summary	Position	Status
	the above described requirements for certification or safety and performance standards.		
SB 1851 (Bowen) I-02/20/2004	**State buildings and publicly funded schools: standards.** Existing law requires all new state public buildings and publicly funded schools to be models of energy efficiency and to be designed, constructed, and equipped with all energy efficiency measures, materials, and devices that are feasible and cost-effective over the life of the building. Existing law also requires all state public buildings and publicly funded schools, when renovated or remodeled, to be retrofitted to meet specified building standards. This bill would require until July 1, 2007, all new state public buildings for which design and construction begins after January 1, 2005, except for publicly funded schools, to exceed the minimum building energy efficiency standards mandated by the California Building Standards Code if the measures achieve certain cost savings. This bill contains other related provisions.		03/23/2004-S APPR.
SB 1860 (Bowen) I-02/20/2004	**Community-based foster care pilot program.** Existing law relating to foster care placement declares the intent of the Legislature to preserve and strengthen a child's family ties whenever possible, and to remove a child from the custody of his or her parents only when necessary for his or her welfare or for the safety and protection of the public. Existing law also makes provision for the certification, licensing, and training of foster care providers. This bill would declare legislative intent to establish a community-based foster care pilot program, modeled after the Neighbor to Neighbor Program implemented in Chicago. The bill would require the State Department of Social Services to award a grant to a nonprofit organization for the establishment and implementation of the 3-year pilot program, for which foster care providers would be recruited from the community and provided with training, salary, and benefits. The bill would set forth other components of the pilot program, relating to, among other things, keeping sibling groups together, involvement of birth parents, reunification services, and case management duties. This bill contains other related provisions.		03/25/2004-S JUD.