

South Coast Air Quality Management District
2004 Legislative Status Report
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AB 338 (Levine) A-06/22/2004 06/28/2004-Do pass as amended, and re-refer to the Committee on Appropriations.	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 require the use of crumb rubber in at least 15% of all state highway and construction projects that use asphalt as a construction material . This bill contains other related provisions.		06/28/2004-S APPR.
AB 392 (Montanez) A-06/22/2004 06/29/2004-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on TRANS.	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 appropriated 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 would require the Department of Transportation to develop procedures and criteria for submission of projects, which the department would be required to make available to the public, and to evaluate proposals and prepare a list of proposals recommended for funding.	6/18/04 Legis. Comm: Support	06/22/2004-S TRANS.
AB 406 (Jackson) A-01/26/2004	Environmental quality. The existing California Environmental Quality Act (CEQA) requires a lead		02/17/2004-S ENV. QUAL.

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06/17/2004-In committee: Set, first hearing. Hearing canceled at the request of author.	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.		
AB 471 (Simitian) A-08/18/2003 08/29/2003-In committee: Set, first hearing. Held under submission.	Air emissions: cruise ships. Existing law requires the State Air Resources Board to measure and record the opacity of visible emissions of a representative sample of large passenger vessels while at berth or at anchor in a port in the state. That provision is repealed as of July 1, 2003. This bill would prohibit a cruise ship, as defined, from conducting onboard incineration while operating within 20 miles of the California coast. The bill would require, as of January 1, 2005, a cruise ship to use only specified diesel fuel while operating within 25 miles of the California coast. The bill would require the State Air Resources Board to enforce those provisions.		08/18/2003-S APPR. SUSPENSE FILE
AB 541 (Benoit) A-06/21/2004 06/23/2004-Re- ferred to Com. on TRANS.	Air pollution: smog check: test-only stations in enhanced program areas: technician qualification. Existing law establishes a motor vehicle inspection and maintenance program (smog check), administered by the Department of Consumer Affairs, 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		06/23/2004-S TRANS.

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	Agency as a serious, severe, or extreme nonattainment area for specified air contaminants. Existing law prohibits the repair of vehicles at test-only facilities, except for certain specified minor repairs. Existing law requires a smog check technician to pass a qualification examination administered by the department and meet prerequisite minimum experience and training criteria in order to be qualified to perform tests or making repairs under the smog check system. This bill would specify that fuel injection and engine flush services are not repairs for the purposes of the enhanced smog check program, thereby authorizing test-only stations to perform those services in those areas. The bill would require the department, with respect to the qualification tests for test-only technicians in the enhanced program areas, (1) to review the qualification tests imposed on test-only technicians in enhanced program areas in other states and make the testing requirements imposed in this state as consistent as possible with those in other states, (2) to establish prerequisite training for test-only technicians and permit an individual who completes 40 hours of that training to take a qualification examination, and (3) to revise the qualification requirements to permit applicants to become smog check technicians at test-only stations by completing the prerequisite training and passing the smog check qualification examination, which examination would be required to be as consistent as possible with those in other states and appropriate for a test-only technician.		
AB 653 (Nunez) A-01/07/2004 01/07/2004-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on APPR.	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.	6/18/04 Legis. Comm: Support	01/07/2004-S APPR.
AB 1009 (Pavley) A-06/17/2004 06/23/2004-Re-	Air pollution: heavy-duty vehicles: emissions. Existing law requires the State Air Resources Board to adopt regulations requiring owners or operators of heavy-duty diesel motor vehicles to perform		06/23/2004-S TRANS.

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referred to Com. on TRANS.	regular inspections of their vehicles for excessive emissions of smoke, and to adopt regulations requiring those heavy-duty diesel motor vehicles to utilize emission control equipment and alternative fuels. Existing federal law requires heavy-duty engines to meet emissions standards specified for the model-year of the vehicle. This bill would, to the extent permissible under federal law, require any commercial heavy-duty vehicle that enters into the state for purposes of operating in the state to meet the federal emission standards applicable to commercial heavy-duty vehicles of the same model-year.		
AB 1468 (Kehoe) A-06/30/2004 06/30/2004-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E, U. & C.	California on the Move-Petroleum Demand Reduction Act. This bill would enact the California on the Move-Petroleum Demand Reduction Act, which would require the commission and the state board, not later than January 1, 2010, to jointly adopt and implement measures to achieve a petroleum demand reduction goal that would limit on-road petroleum fuel demand to a level not exceeding 2004 demand levels, and maintain or reduce demand levels for the years from 2010 to 2020, inclusive, as provided. The bill would specify that the measures adopted and implemented by the commission and the state board shall not require the imposition by those agencies of any new or additional taxes or fees on motor vehicles, petroleum fuel, or vehicle miles traveled ; but, the commission and the state board would be required to implement measures and make recommendations regarding ways to make up for the reduced gasoline tax revenues that are lost as a result of these measures . The bill would authorize the commission and the state board to work with other states, members of the United States Congress, and other federal agencies that are responsible for the administration and implementation of federal laws governing vehicle fuel economy to assist in the development of new standards and regulations designed to increase on-road light-duty vehicle fuel economy for new vehicles. This bill contains other related provisions and other existing laws.		06/30/2004-S E. U., & C.
AB 1804 (Dutra) A-03/23/2004 05/19/2004-In committee: Set, first hearing. Held under submission.	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 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.		05/29/2004-A DEAD

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AB 1906 (Lowenthal) I-02/09/2004 06/29/2004-From committee: Do pass, and re-refer to Com. on APPR. Re- referred. (Ayes 6. Noes 0.)	<p>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.</p> <p>Hazardous materials: petroleum: underground storage tanks: cleanup: fees.</p> <p>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.</p>		06/29/2004-S APPR.
AB 1942 (Lowenthal) A-06/14/2004 07/01/2004-In committee: Hearing postponed by committee. (Refers to 7/1/2004 hearing)	<p>Hazardous waste facilities permits: financial assurances.</p> <p>Existing law requires hazardous waste facilities to operate under hazardous waste facilities permits issued by the Department of Toxic Substances Control (department). Existing law defines the term "storage facility" for purposes of the hazardous waste control laws as excluding a transfer facility if the hazardous waste is held in containers or tanks for a period of 6 days or less, or for a period of 10 days or less if the transfer facility is located in an area zoned industrial by the local planning authority. The bill would instead exempt, from the definition of the term "storage facility", a transfer facility where the waste is held in containers or tanks for 10 days or less if the transfer facility is located in an area zoned nonresidential by the local planning authority. This bill contains other related provisions and other existing laws.</p>		06/14/2004-S ENV. QUAL.
AB 1966 (Campbell) A-04/13/2004 06/08/2004-In	<p>Air pollution: hydrogen refueling stations.</p> <p>Existing law designates the State Air Resources Board as the entity with the responsibility for the control of air pollution from vehicular sources. Existing</p>		05/27/2004-S E. U., & C.

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committee: Set, first hearing. Hearing canceled at the request of author.	law authorizes the state board to adopt and implement motor vehicle emission standards and motor vehicle fuel specifications, and existing state board regulations establish specifications for alternative motor vehicle fuels, including hydrogen. Provisions of law that were repealed January 1, 2003, required the State Energy Resources Conservation and Development Commission, in collaboration with the Department of Transportation, the Public Utilities Commission, and the state board, to develop a consumer recharging and refueling infrastructure master plan to support development, production, and operation of alternative fuel. This bill would require the state board to adopt regulations establishing statewide guidelines for the production and licensing of hydrogen fuel cell refueling stations in the state, in collaboration with the department, the Public Utilities Commission, and the State Energy Resources Conservation and Development Commission. The bill would require those agencies to perform those activities utilizing existing funding resources.		
AB 1971 (Lowenthal) A-03/15/2004 06/28/2004-Do pass as amended, but refer to the Committee on Appropriations Recommend Consent.	Air pollution: marine terminals. 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.	6/18/04 Legis. Comm: Support	06/28/2004-S APPR.
AB 1991 (Lowenthal) A-03/18/2004 04/19/2004-In committee: Set, second hearing. Hearing canceled at the request of author.	Petroleum infrastructure projects. 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.	Oppose. Author has withdrawn bill	05/29/2004-A DEAD
AB 2024 (Bermudez) A-05/20/2004 07/02/2004-From committee: Amend, do pass as amended,	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	6/18/04 Legis. Comm: Support with Amendments	07/02/2004-S APPR.

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and re-refer to Com. on APPR. (Ayes 9. Noes 2.).	of intermodal corridors of economic significance. This bill would require the Port of Los Angeles and the Port of Long Beach to evaluate changes to the goods movement network to gauge adherence to the certain state goals relative to utilization of and congestion at ports and to collect statistics regarding compliance with federal, state, and local efforts to achieve certain related objectives, subject to the availability of sufficient funds from private sources for these and related purposes . The bill would also require the Business, Transportation and Housing Agency to prepare recommendations to implement additional incentives for movement of port-related cargo during off-peak hours, disincentives for movement of port-related cargo during peak hours, 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 in a report by January 1, 2006. The bill would require the cost of the report to be borne by assessments on the ports , and would provide that the agency's duties are contingent on receipt on those funds .		
AB 2041 (Lowenthal) A-05/06/2004 06/30/2004-From committee: Do pass, and re-refer to Com. on APPR. Re- referred. (Ayes 9. Noes 2.).	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 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 (Secretary) . This bill contains other related provisions and other existing laws.	4/19/04 Legis. Comm: Support with Amendments	06/30/2004-S APPR.
AB 2042 (Lowenthal) A-06/14/2004 07/01/2004-Do pass as amended, and re- refer to the Committee on Appropriations.	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 , on or before September 1, 2005, to establish a baseline for air quality for the Port of Los Angeles and the Port of Long Beach. The air quality baseline would be based on data collected by the district regarding the level of emissions in those ports during 2004 from oceangoing vessels and harbor craft, cargo handling equipment, rail locomotives, and commercial motor vehicles, as defined. The air quality baseline would also be based on data collected by the district regarding the emissions levels in those ports during 2004 from oxides of nitrogen, carbon monoxide, particulate matter, and sulfur dioxide. This bill contains other related provisions and other existing laws.	4/9/04 Legis Comm: Support	07/01/2004-S APPR.

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AB 2043 (Lowenthal) A-05/20/2004 06/30/2004-From committee: Do pass, and re-refer to Com. on APPR. Re- referred. (Ayes 9. Noes 2.).	Maritime Port Strategic Master Plan Task Force. Existing law provides for the regulation of ports and harbors. This bill would require the State Lands Commission to request the California Marine and Intermodal Transportation System Advisory Council, as defined, to meet on an unspecified basis, hold public hearings, and compile data on certain issues relating to the growth and congestion of maritime ports. The bill would require the commission to request the council to compile specified information and submit its findings in a report to the Legislature not later than January 1, 2006, including recommendations on methods to better manage the growth of maritime ports and address the environmental impacts of moving goods through those ports. This bill contains other related provisions.	5/14/04 Legis. Comm: Support with Amendments	06/30/2004-S APPR.
AB 2077 (Cogdill) I-02/17/2004 02/18/2004-From printer. May be heard in committee March 19.	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.		05/29/2004-A DEAD
AB 2128 (Jackson) A-07/01/2004 07/01/2004-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re- referred to Com. on APPR.	Air pollution: smog check: voluntary vehicle retirement incentives. 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 establishes the High Polluter Repair or Removal Account in the Vehicle Inspection and Repair Fund for use by the department and the state 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, instead, deposit \$4 of the revenues generated from the \$6 annual smog abatement fee into the High Polluter Repair or Removal Account in the Vehicle Inspection and Repair Fund and would deposit the remaining \$2 of that fee into the Vehicle Inspection and Repair Fund. The bill would make the moneys deposited under the bill in the High Polluter Repair or Removal		07/01/2004-S APPR.

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	Account available for appropriation by the Legislature to provide financial incentives to vehicle owners to voluntarily retire a motor vehicle as part of the Consumer Assistance Program. The bill would authorize a financial incentive within that program in an amount not to exceed \$1,000 for each vehicle retired, and would authorize an incentive in an amount not to exceed \$1,500 for each vehicle that is retired and replaced by a new advanced technology partial electric vehicle or a new zero-emission vehicle that meets or exceeds the standards adopted by the state board for that type of vehicle. This bill contains other existing laws.		
AB 2176 (Montanez) A-05/20/2004 06/21/2004-Do pass as amended, and refer to the Committee on Appropriations.	Large venue and event recycling programs. Existing law, the California Integrated Waste Management Act of 1989, establishes an integrated waste management program administered by the California Integrated Waste Management Board. The act requires each city, county, city and county, and regional agency, if any, to develop a source reduction and recycling element of an integrated waste management plan containing specified components. On and after January 1, 2000, the element is required to divert 50% of the solid waste subject to the element, except as specified, through source reduction, recycling, and composting activities. This bill would require the board, by June 30, 2005, to make available one or more model local agency ordinances to facilitate resource management activities at large venues and large events, consult with specified entities while developing the model ordinances, and post specified information on the board's Internet Web site. This bill contains other related provisions and other existing laws.		06/21/2004-S APPR.
AB 2198 (Liu) I-02/18/2004 04/13/2004-In committee: Set, first hearing. Hearing canceled at the request of author.	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 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.		05/29/2004-A DEAD

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AB 2209 (Wiggins) A-06/30/2004 06/30/2004-Read second time, amended, and re- referred to Com. on APPR.	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, until January 1, 2008, 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 would require the rental company to submit to the department and to the State Air Resources Board, under penalty of perjury, with copies provided to the Senate Committee on Judiciary and the Assembly Committee on Transportation, a comprehensive report for each month of the year ending the preceding December 31 indicating certain matters. This bill contains other related provisions and other existing laws.		06/30/2004-S APPR.
AB 2290 (Chavez) A-04/16/2004 07/01/2004-In committee: Set first hearing. Failed passage. Reconsideration granted.	Local agency fees: state agencies: solid waste collection services. Existing law exempts certain public entities from various fees imposed by local agencies. This bill would authorize a solid waste enterprise that provides solid waste collection services to a state agency to deduct from the sum of specified local fees, the total fee amount attributable to the services provided to the state agency, subject to specified conditions.		05/27/2004-S ENV. QUAL.
AB 2304 (Richman) I-02/19/2004 06/30/2004-Read second time. To third reading.	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.		06/30/2004-S THIRD READING
AB 2305 (Richman) I-02/19/2004 04/20/2004-In committee: Hearing postponed by committee. (Refers to 4/19/2004 hearing)	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. Continue monitoring	05/29/2004-A DEAD
AB 2311 (Jackson)	Energy efficiency: sustainable building.		06/22/2004-S APPR.

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A-06/14/2004 06/22/2004-From committee: Do pass, and re-refer to Com. on APPR. Referred. (Ayes 8. Noes 4.).	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.		
AB 2353 (Leslie) A-05/18/2004 06/29/2004-Do pass as amended, and re-refer to the Committee on Appropriations.	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 authorize, until January 1, 2009, the City of Lincoln or any other city in the County of Placer or the County of Placer to establish a neighborhood electric vehicle (NEV) transportation plan subject to the same review process established for a golf cart transportation plan. 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 require a report to the Legislature by January 1, 2008. 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.		06/29/2004-S APPR.
AB 2366 (Chan) A-03/24/2004 06/30/2004-From committee: Do pass, and re-refer to Com.	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		06/30/2004-S APPR.

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on APPR. Referred. (Ayes 7. Noes 2.).	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.		
AB 2424 (Malfa, La) A-04/13/2004 04/19/2004-In committee: Set, first hearing. Hearing canceled at the request of author.	Air pollution: mobile sources: emission inventory: vehicle retirement. This bill would make additional legislative findings and declarations that the mobile source emission inventory should be calculated on the basis of a median data, rather than mean data, for any given vehicle model year, category, and emission certification level. The bill would require the state board, in developing the methodology, to ensure that the methodology does not overstate or misrepresent the verified ambient mobile source emissions reductions achieved due to actual in-use operation of the fleet median vehicle for any specified vehicle model year, category, and emission certification level. This bill contains other related provisions and other existing laws.		05/29/2004-A DEAD
AB 2434 (Bates) A-03/24/2004 03/25/2004-Referred to Com. on TRANS.	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.		05/29/2004-A DEAD
AB 2466 (Committee on Environmental Safety and Toxic Materi) I-02/19/2004 06/28/2004-To inactive file on motion of Senator Sher.	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.		06/28/2004-S INACTIVE FILE
AB 2482 (Campbell) A-04/12/2004 04/20/2004-In committee: Set second hearing. Failed	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		05/29/2004-A DEAD

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<p>passage. Reconsideration granted.</p>	<p>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 post the report on its Web site, and to provide a physical copy of a report to a committee or other specified entity in the Legislature upon request.</p>		
<p>AB 2485 (Chan) A-06/22/2004 06/28/2004-Do pass as amended, and refer to the Committee on Appropriations.</p>	<p>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 the receipt of 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 within 1/4 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 or an addition to an existing schoolsite, pursuant to these provisions. The bill would require any person, corporation, public utility, local publicly owned utility, or governmental agency receiving a written request for information, to provide a written</p>		<p>06/28/2004-S APPR.</p>

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	<p>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. The bill would authorize, if no response is received within 30 calendar days of service of a request for information, or within the period of any extension, or if insufficient information is received in response to the request for information, the governing board of the school district to use reasonable assumptions regarding risk assessments and related mitigations, as provided. The bill would authorize a school district to bring a complaint before the appropriate regulatory agency for a violation of these reporting requirements .</p>		
AB 2526 (Oropeza) I-02/20/2004 05/19/2004-In committee: Set, second hearing. Held under submission.	<p>Carl Moyer Memorial Air Quality Standards Attainment Program: diesel fuel tax money.</p> <p>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 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.</p>		05/29/2004-A DEAD
AB 2541 (Frommer) A-04/15/2004 05/19/2004-In committee: Set, second hearing. Held under submission.	<p>Low Emission Contractor Incentive Program.</p> <p>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 statewide Low Emission Contractor Incentive Program on or before July 1, 2005 , to be applied to all state agencies and departments in contracting for construction, the procurement of goods, or the delivery of services . 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</p>	5/14/04 Legis. Comm: Support with Amendments	05/29/2004-A DEAD

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AB 2585 (Parra) A-06/29/2004 06/29/2004-Read second time, amended, and re- referred to Com. on APPR.	specified requirements , including the obtaining of low-emission status for its vehicles or equipment, as provided. 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. 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 authorize the San Joaquin Valley Unified Air Pollution Control 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. This bill contains other related provisions.		06/29/2004-S APPR.
AB 2602 (Calderon) I-02/20/2004 02/22/2004-From printer. May be heard in committee March 23.	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.		05/29/2004-A DEAD
AB 2628 (Pavley) A-06/23/2004 06/23/2004-Read second time, amended, and re-	Vehicles; preferential lanes. Existing law permits the use of exclusive or preferential use of highway lanes or highway access ramps by super ultra-low emission vehicles (SULEV), that meet the federal ILEV emission standard, and that have displayed a distinctive decal, label, or other identifier issued by the Department of Motor Vehicles.	3/12/04 Legis. Comm: Support with amendments	06/23/2004-S APPR.

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referred to Com. on APPR.	This bill would include a vehicle that was produced during the 2004 model year or earlier that meets California's ultra-low emission vehicle (ULEV) and the federal ILEV emission standards, a hybrid vehicle or an alternative fuel 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 that 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 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-06/03/2004 06/03/2004-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E., U. & C.	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. The bill would specify the information that is required to be included in the assessment.		06/03/2004-S E. U., & C.
AB 2644 (Oropeza) A-06/29/2004 06/29/2004-Read second time, amended, and to third reading. (Corrected July 1.)	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	5/14/04 Legis Comm: Support	06/29/2004-S THIRD READING

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	<p>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 their law enforcement agencies, and air quality management districts and air pollution control districts, to enforce those provisions. This bill would codify those regulations, and would make any violation of the provisions of the bill subject to those civil and administrative penalties, but would specify that the minimum civil penalty that would be imposed for a violation would be \$100 and that specified violations would also be subject to criminal penalties to the maximum extent provided by law. This bill contains other existing laws.</p>		
AB 2652 (Bates) A-04/15/2004 04/20/2004-From committee: Do pass, and re-refer to Com. on NAT. RES. Referred. (Ayes 12. Noes 0.) (April 19).	<p>Electricity: Repowering powerplants. The Public Utilities Act imposes various duties and responsibilities on the Public Utilities Commission and prohibits any electrical corporation from beginning the construction of, among other things, a line, plant, or system, or of any extension thereof, without having first obtained from the commission a certificate that the present or future public convenience and necessity require or will require that construction. This bill would require the commission to expedite regulatory review and approval of repowering facilities, as defined, including the issuance of any necessary certificate of public convenience and necessity. This bill contains other related provisions and other existing laws.</p>		05/29/2004-A DEAD
AB 2657 (Nunez) A-06/23/2004 06/28/2004-Do pass as amended, and re-refer to the Committee on Appropriations.	<p>Metal plating facilities. The California Integrated Waste Management Act of 1989 establishes a comprehensive program implemented by the California Integrated Waste Management Board and local agencies to reduce, recycle, and reuse solid waste in an efficient and cost effective manner. This bill would require the California Environmental Protection Agency to establish and coordinate an Interagency Metal Plating Task Force, as specified. The bill would require the</p>	<p>06/18/04 Legis. Comm: Support With Amendments</p>	06/28/2004-S APPR.

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	task force to take specified actions with respect to the regulation of the metal plating industry, as prescribed. The bill would create the Chromium Multi-media Hazardous Waste Reduction Fund in the State Treasury, and would require that the money in the fund be expended by the agency to support the task force's activities and to make loans to generators for environmental control equipment.		
AB 2683 (Lieber) A-05/20/2004 06/30/2004-From committee: Do pass, and re-refer to Com. on APPR. Referred. (Ayes 8. Noes 2.).	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 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, commencing April 1, 2005, 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.	5/07/04 Governing Board: Support	06/30/2004-S APPR.
AB 2685 (Oropeza) A-06/30/2004 06/30/2004-Read second time, amended, and re-referred to Com. on APPR.	Vehicles: fuel conservation measures. This bill would require the Governor, utilizing the staff and resources of the agency and the commission, to launch a public education campaign informing Californians about ways motorists can reduce their demand for gasoline and diesel fuel, and save money. This bill contains other related provisions and other existing laws.		06/30/2004-S APPR.
AB 2701 (Runner)	Environmental protection: reports.		06/28/2004-S APPR.

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A-06/14/2004 06/28/2004-Do pass as amended, but re- refer to the Committee on Appropriations Recommend Consent.	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 will reduce and encourage the use of recycled goods, materials, and supplies, 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 existing laws.		
AB 2794 (McCarthy) A-05/06/2004 05/19/2004-In committee: Set, first hearing. Held under submission.	Income and corporation taxes: environmental credit: deduction: ultra-low sulfur 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, for taxable years beginning on or after January 1, 2006, and before January 1, 2012, allow an environmental tax credit in an amount equal to 5 for each gallon of ultra-low sulfur diesel fuel produced by a small refiner, as defined, at any facility located in this state. a This bill would also, under both laws, beginning on January 1, 2004, authorize a small 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.		05/29/2004-A DEAD
AB 2809 (Canciamilla) I-02/20/2004 03/11/2004-Referred to Com. on NAT. RES.	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	4/9/04 Legis. Comm: Oppose	05/29/2004-A DEAD

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	<p>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.</p>		
<p>AB 2847 (Oropeza) A-04/27/2004 05/19/2004-In committee: Set, first hearing. Held under submission.</p>	<p>Gasoline and motor vehicle diesel fuel fee. 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, 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, until January 1, 2008, impose a fee of an unspecified amount 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 revenues from the fee, except for refunds, to be used, upon appropriation by the Legislature,</p>		<p>05/29/2004-A DEAD</p>

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	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. a This bill would declare that it is to take effect immediately as an urgency statute.		
AB 2863 (Pavley) A-05/04/2004 05/19/2004-In committee: Set, second hearing. Held under submission.	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 (Greene 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 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 an indoor air quality construction management plan. The bill would also require a school district to submit a plan to implement the Tools for Schools Program of the United States Environmental Protection Agency or an equivalent program equal in style and effectiveness to the State Allocation Board within one year of completion of the new construction or modernization. This bill contains other related provisions and other existing laws.		05/29/2004-A DEAD
AB 2880 (Pavley) A-06/17/2004 07/02/2004-From committee: Amend, do pass as amended, and re-refer to Com. on APPR. (Ayes 7. Noes 2.).	Vehicles: registration: fees: increase. This bill would increase that surcharge limit to \$6. The bill would require the Sacramento district to utilize the revenues from \$4 of the surcharge to implement the air quality improvement strategy adopted by that district, and revenues from \$2 of the surcharge to implement programs that achieve reductions in emissions from vehicular sources and off-road engines, including, but not limited to, the Carl Moyer program, the new purchase, retrofit, repower, or add-on of equipment for agricultural sources of air pollution, the new purchase or retrofit of diesel schoolbuses, and the voluntary accelerated retirement program. This bill contains other related provisions and other existing laws.	4/02/04 Watch	07/02/2004-S APPR.
AB 2899 (Horton, Shirley) A-04/12/2004 05/19/2004-In committee: Set, second hearing. Held under submission.	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		05/29/2004-A DEAD

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	<p>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 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 and fuel efficiency . 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.</p>		
<p>AB 2906 (Nation) A-06/10/2004 06/29/2004-Do pass as amended, and refer to the Committee on Appropriations</p>	<p>Air pollution: vehicles: global warming gases. Existing law designates the State Air Resources Board as the state agency with the primary responsibility for the control of emissions of air contaminants from motor vehicles. Existing law authorizes the state board to adopt a regulation to prohibit the sale and registration in the state of any new motor vehicle without a securely affixed smog index label or decal on which the manufacturer discloses emission standards applicable to the motor vehicle, and for 1976 and subsequent model year motor vehicles, the exhaust emissions based on quality audit tests of assembly line motor vehicles, or, if required by the state board, as determined by the factory assembly line test for that motor vehicle, and at the beginning of each model year, based on certification fleet data. This bill would require expand the scope of those regulations to be adopted by the state board to include exhaust emission information on all model-years of passenger cars and light-duty trucks with a gross vehicle weight of 8,500 pounds or less. The bill would require the state board, not later than January 1, 2007, to revise those regulations to require that the smog index label required by those regulations be renamed an "air pollution label" and to require the label to include, for 2009 and subsequent model year motor vehicles, a smog index and a global warming index comparing emissions of global warming gases, as that term is defined by the bill, with emissions from motor vehicles for the same model year. The bill would also require the air pollution label to be accompanied by a brief explanation, prepared by the state board, of motor vehicles as a primary cause of global warming , and how those emissions of global warming gases from motor vehicles can be reduced . The bill would require the state board, as it determines appropriate and feasible within existing resources, to incorporate information from the air pollution label into existing programs designed to educate motor vehicle consumers</p>		<p>06/22/2004-S TRANS.</p>

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<p>AB 2924 (Wiggins) A-06/15/2004 06/15/2004-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Com. on E., U. & C.</p>	<p>about emissions of global warming gases and other air contaminants. Solar energy: Low-income Housing Development Revolving Loan Program. Existing law establishes various revolving loan programs to provide loans for specified purposes, including recycling market development and renewable energy resources. This bill would establish, until January 1, 2010, the Low-income Housing Development Revolving Loan Program to subsidize the financing gap for distributed solar energy systems in low-income housing units. The bill would create the Low-income Housing Development Revolving Loan Fund (fund), a continuously appropriated fund, to implement the program. This bill contains other related provisions.</p>		<p>06/15/2004-S E. U., & C.</p>
<p>AB 2939 (Diaz) A-06/07/2004 06/08/2004-Re-referred to Com. on L. & E.</p>	<p>Air pollution: smog check: vehicle retirement. 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 initial registration, biennially upon renewal of registration, upon transfer of ownership, and in certain other circumstances. Existing law exempts from those requirements, among other vehicles, any motor vehicle that is 4 or less model-years old, and requires those vehicles to pay an annual smog abatement fee of \$4 at the time of registration of the motor vehicle. Existing law requires a vehicle owner to pay an annual vehicle license fee to the Department of Motor Vehicles for the privilege of operating upon the public highways in this state any vehicle of a type which is subject to registration in an amount equal to 2% of the market value of the vehicle as determined by the department. This bill would instead exempt from the smog check program any motor vehicle that is 6 or less model-years old, but would subject those motor vehicles to program coverage upon transfer of ownership. The bill would authorize the Department of Motor Vehicles to select, at random, up to 1/10 of 1% of those exempt vehicles that are 5 or 6 model-years old in any given year to be subject to program coverage at the time of registration renewal, and would require the Department of Motor Vehicles to provide an annual report to the Legislature by December 1 of each year on the results of the emissions testing of those vehicles. This bill contains other related provisions.</p>		<p>06/08/2004-A L. & E.</p>
<p>AB 2953 (Canciamilla)</p>	<p>Air pollution: Carl Moyer Memorial Air Quality Standards Attainment Program: eligibility criteria.</p>	<p>4/9/04 Legis. Comm: Oppose</p>	<p>05/20/2004-S ENV. QUAL.</p>

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<p>A-05/03/2004 06/28/2004-Do pass as amended.</p>	<p>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, 2008 , notwithstanding that prohibition, any district that is designated a serious nonattainment area for the federal ambient air quality standard for particulate matter , or any district that is designated a severe or extreme nonattainment area for the federal ambient air quality standard for 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 if 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. This bill contains other related provisions.</p>		
<p>AB 2955 (McCarthy)</p>	<p>Underground storage tanks: report.</p>		<p>06/28/2004-S APPR.</p>

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I-02/20/2004 06/28/2004-Do pass as amended, but re- refer to the Committee on Appropriations Recommend Consent.	Existing law generally regulates the storage of hazardous substances in underground storage tanks and requires underground storage tanks that are used to store hazardous substances to meet certain requirements. Existing law establishes various requirements for an underground storage tank installed on or after July 1, 2004, including requirements that the primary and secondary containment be product tight. Existing law defines the term "product tight," for purposes of those requirements, to mean impervious to the liquid and vapor of the substance that is contained. This bill would require the board, by January 1, 2006, to prepare and submit a report to the Legislature that includes specified analyses regarding underground storage tanks, including an analysis of the federal and state statutory and regulatory requirements imposed since December 31, 1998, on underground storage tanks, and an analysis of the incremental increase in environmental and public health protection provided by those vapor tight requirements, as specified. The bill would require the board to convene an advisory group of interested parties to assist the board in developing the report.		
AB 2983 (McCarthy) I-02/20/2004 02/22/2004-From printer. May be heard in committee March 23.	Air pollution: Clean Schoolbuses, Healthy Kids Program. 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 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.		05/29/2004-A DEAD
AB 3011 (Laird) A-04/01/2004 05/19/2004-In committee: Set, second hearing. Held under submission.	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		05/29/2004-A DEAD

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	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.		
AB 3104 (Firebaugh) A-05/20/2004 05/24/2004-Referred to Com. on APPR. by unanimous consent.	Air pollution: Carl Moyer Memorial Air Quality Standards Attainment Program. This bill would declare the intent of the Legislature to expand the Carl Moyer program to include projects that reduce emissions of reactive organic gases or particulate matter from covered sources, to expand the covered sources to include onroad and offroad internal combustion engines and gasoline engine categories, to fund cost effective programs through new light- and heavy-duty vehicle repair, retrofit, and scrap programs and the Lower-Emission School Bus Program, and to ensure that reductions in covered emissions are credited in any applicable state implementation plan . This bill contains other existing laws.	5/14/04 Legis. Comm: Support in Concept	05/29/2004-A DEAD
ACA 21 (Bogh) I-01/07/2004 06/21/2004-In committee: Set, second hearing. Failed passage.	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 429 (Torlakson) A-06/30/2004 06/30/2004-Read second time. Amended. Re-referred to Com. on APPR.	Energy resources: petroleum infrastructure projects: permits: process. Existing law requires the State Energy Resources Conservation and Development Commission to report to the Governor and the Legislature regarding the state's petroleum supply and pricing. This bill would require the Governor to designate , until January 1, 2007 , a statewide petroleum infrastructure facilitator in the commission to investigate rulemaking, permitting, and other proceedings by public agencies that affect petroleum infrastructure projects in the state, and to suggest best practices . This bill contains other related provisions.	06/18/04 Legis Comm: Oppose	06/30/2004-A APPR.

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SB 537 (Romero) A-06/09/2004 06/23/2004-Set, first hearing. Held in committee without recommendation.	Solid waste: management: Los Angeles County sanitation districts. This bill would prohibit the siting of a new materials recovery facility, as defined, designed to receive greater than 4,000 tons per day within Los Angeles County prior to 2015. The bill would require the board of directors of each sanitation district in Los Angeles County to adopt a final annual budget with prescribed categories before _____ each year, would authorize the establishment of one or more restricted accounts, and would require the board to deposit at least \$15,000,000 annually into the district's Air Pollution Mitigation Fund established by this bill, for expenditure on prescribed projects upon agreement by the South Coast Air Quality Control Board. The requirements for districts established by this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		06/16/2004-A L. GOV.
SB 706 (Florez) A-06/17/2004 06/24/2004-Referred to Com. on RLS.	Foster care. Existing law establishes the Foster Family Home and Small Family Home Insurance Fund and provides that the fund shall consist of all moneys appropriated by the Legislature, and provides that the purpose of the fund is to pay, on behalf of foster family homes and small family homes, claims of foster children, their parents, guardians, or guardians ad litem resulting from occurrences peculiar to the foster care relationship and the provision of foster care services. This bill would rename the fund, extend the scope of foster care entities for which the fund may be used, and would make related technical changes. This bill contains other related provisions and other existing laws.		06/24/2004-A RLS.
SB 1078 (Chesbro) A-09/04/2003 06/21/2004-Set, first hearing. Hearing canceled at the request of author.	Disposal fees: solid waste collection vehicles: emissions. The existing California Integrated Waste Management Act of 1989, which is administered by the California Integrated Waste Management Board, establishes an integrated waste management program. The act requires each operator of a disposal facility in the state to pay a quarterly fee to the State Board of Equalization, as specified, for all waste disposed of at each disposal site. The fees are deposited in the Integrated Waste Management Account, which may be expended by the board, upon appropriation by the Legislature, for specified purposes regarding the regulation of solid waste. This bill would require the operator of a solid waste collection vehicle, until December 31, 2010, to pay a fee of 50 for each ton of solid waste submitted for disposal by that operator at a solid waste disposal facility. The bill would require the operator of the disposal facility to collect the fee and to submit the fee to the State Board of Equalization in a manner consistent with the fee submitted by		06/14/2004-A TRANS.

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SB 1211 (Ortiz) A-04/01/2004 04/27/2004-Set, first hearing. Failed passage in committee. (Ayes 3. Noes 2. Page 3473.) Reconsideration granted.	<p>the facility operator. n The bill would require the State Board of Equalization to deposit these fees in the Solid Waste Vehicle Clean Air Account, which the bill would create within the Integrated Waste Management Fund. This bill contains other related provisions.</p> <p>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 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.</p>	3/12/04 Legis. Comm: Support with amendments	05/29/2004-S DEAD
SB 1214 (Kuehl) A-06/16/2004 06/23/2004-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 16. Noes 0.) Re-referred to Com. on APPR.	<p>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</p>		06/23/2004-A APPR.

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	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.		
SB 1224 (Ortiz) A-04/14/2004 04/28/2004-Set, first hearing. Hearing canceled at the request of author.	Hazardous waste : school facilities. Existing law prohibits the governing board of a school district from approving a project involving the acquisition of a schoolsite by a school district, unless the school district complies with specified requirements relating to the detection of hazardous materials. This bill would also prohibit the governing board of a school district from approving a project involving the construction or alteration of an elementary or secondary school, unless the school district complies with those requirements. This bill contains other related provisions and other existing laws.		05/29/2004-S DEAD
SB 1247 (Soto) A-06/01/2004 06/01/2004-From committee with author's amendments. Read second time. Amended. Re-referred to committee.	Air pollution: Large Emission Reduction Program. This bill would establish the Large Emission Reduction Program to reduce unhealthful air emissions from internal combustion engines through the application of financial incentive-based programs. The program would be administered by the state board and implemented by the state board and the districts. The bill would establish the Large Emission Reduction Program Trust Fund in the State Treasury, and would make moneys in the trust fund available, upon appropriation by the Legislature, to carry out the purposes of the program. The bill would authorize moneys from the fund to be expended to provide grants to offset the incremental cost of projects that reduce oxides of nitrogen, reactive organic gases, or particulate matter from onroad vehicles, off-road equipment and vehicles, locomotives, diesel marine vehicles, stationary agricultural engines, and other high-emitting engine sources, through funding projects for specified heavy-duty sources, the Lower-Emission School Bus Program, light-duty vehicle programs, lawnmower electrification programs, and projects to retrofit or replace agricultural engines and pumps. This bill contains other related provisions and other existing laws.	AQMD Sponsored Bill	04/27/2004-S TRANS.
SB 1252 (Alarcon) I-02/12/2004 02/26/2004-To Com.	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		05/29/2004-S DEAD

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on RLS.	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.		
SB 1257 (McClintock) I-02/12/2004 02/26/2004-To Com. on RLS.	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.		05/29/2004-S DEAD
SB 1264 (Committee on Natural Resources and Wildlife) A-06/15/2004 07/02/2004-Read second time. To Consent Calendar.	Natural resources. Existing law requires the Department of Boating and Waterways to make a 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.		07/02/2004-A CONSENT CALENDAR
SB 1272 (Ortiz) A-04/27/2004 05/20/2004-Set, first hearing. Failed passage in committee. (Ayes 4. Noes 5. Page 3846.) Reconsideration granted.	Special districts. Existing law requires the county auditor to either make or contract for an annual audit of the accounts and records of every special purpose district within the county for which an audit is not otherwise provided. This bill would require these audits to be performed in accordance with government auditing 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 and would make an annual appropriation to the Controller from the General Fund of up to \$600,000 for that purpose. This bill contains other related provisions and other existing laws.		05/29/2004-S DEAD
SB 1389 (McPherson) I-02/18/2004 03/04/2004-To Com. on RLS.	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		05/29/2004-S DEAD

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<p>SB 1397 (Escutia) A-06/29/2004 06/29/2004-From committee with author's amendments. Read second time. Amended. Re-referred to committee.</p>	<p>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.</p> <p>Air pollution: South Coast Air Quality Management District: emissions of air contaminants: locomotives and rail yards. 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 generally 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 law, the Lewis-Presley Air Quality Management Act, designates the South Coast Air Quality Management District as the sole and exclusive authority within the South Coast Air Basin with the responsibility for comprehensive air pollution control. Existing law, the federal Clean Air Act, prohibits any state from adopting or enforcing any standard relating to the control of emissions from new motor vehicles or new motor vehicle engines, but requires the Administrator of the federal Environmental Protection Agency to waive that prohibition, or authorize California to adopt and enforce standards relating to nonroad vehicles and locomotives, if California determines that the state standards are at least as protective of human health as the federal standards. 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 January 1, 2007. The bill would require the state board to submit any regulations adopted by the</p>	<p>AQMD Sponsored Bill</p>	<p>06/23/2004-A APPR.</p>

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SB 1446 (Escutia) A-05/12/2004 06/23/2004-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 5. Noes 1.) Re-referred to Com. on APPR.	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. 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, pursuant to that interagency agreement, the establishment of the Interagency Office of Environmental Health Tracking within the department's Division of Environmental and Occupational Disease Control for the purpose of implementing the California Health Tracking Program. The bill would require the department and the Cal/EPA to each provide one 50% time research scientist as staff for the new office. The bill would prescribe the office's objectives over a 3-year period and would require the office to complete certain duties for the 2004-05 fiscal year .		
SB 1542 (Figueroa) A-06/21/2004 06/23/2004-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 13. Noes 0.) Re-referred to Com. on APPR.	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 Committee on Boards, Commissions, and Consumer Protection 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 committee's review of the bureau. This bill contains other related provisions and other existing laws.	6/18/04 Legis. Comm: Support	06/23/2004-A APPR.
SB 1614 (Torlakson) A-04/29/2004 05/04/2004-Set,	Motor vehicle fuel license taxes: diesel fuel taxes. 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		05/29/2004-S DEAD

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second hearing. Hearing canceled at the request of author.	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 impose a storage tax equal to the increase in tax on each gallon of tax paid motor vehicle and diesel fuel, in storage, as provided. Existing law provides that a portion of the amounts collected under the Motor Vehicle Fuel License Tax Law and the Diesel Fuel Tax Law are continuously appropriated for expenditure for specified purposes. Since this bill would permit an increase in the taxes collected under that law and thereby make additional moneys available for continuous expenditure, it would make an appropriation. This bill contains other related provisions and other existing laws.		07/02/2004-A SECOND READING
SB 1615 (Denham) A-07/02/2004 07/02/2004-Read second time. Amended. To second reading.	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, 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	3/12/04 Legis. Comm: Oppose	07/02/2004-A SECOND READING

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	a person to obtain a certificate of smog check compliance upon the registration of a motor vehicle that was previously registered outside this state and would instead make those motor vehicles subject to the same requirements as in-state motor vehicles. The bill would make related conforming changes and delete obsolete references from existing law, and would provide that the deletions of obsolete references from existing law would only become operative if AB 2683 does not become operative, as specified. This bill contains other related provisions and other existing laws.		
SB 1652 (Murray) A-06/29/2004 06/30/2004-Read second time. To third reading. Re-referred to Com. on APPR. pursuant to Joint Rule 10.5.	Residential solar energy systems. This bill would require, on and after January 1, 2006, at least 15% of all single-family residences, constructed as part of a development of at least 25 homes that is intended or offered for sale, to be constructed with a solar photovoltaic energy system for each unit. The bill would require that percentage to increase by 10% each year until January 1, 2010. This bill contains other related provisions and other existing laws.	6/18/04 Legis. Comm: Support	06/30/2004-A APPR.
SB 1656 (Karnette) I-02/20/2004 03/04/2004-To Com. on RLS.	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.		05/29/2004-S DEAD
SB 1706 (Murray) I-02/20/2004 03/11/2004-To Com. on RLS.	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.		05/29/2004-S DEAD
SB 1722 (Ducheny) A-06/14/2004 06/30/2004-Hearing postponed by committee. (Refers to 6/22/2004 hearing)	Proposition 65: enforcement: judgments. 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		06/15/2004-A JUD.

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	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 to 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 provide that where a court finds that the doctrine of res judicata bars the relitigation of an issue or a cause of action, as specified, another action brought in the public interest would be barred. This bill contains other related provisions.		
SB 1732 (Hollingsworth) A-04/22/2004 04/28/2004-Set, first hearing. Held in committee without recommendation.	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 dairy environmental enhancement. This bill would also create the California Dairy Farmer Environmental Enhancement Program Fund Account within the Department of Food and Agriculture Fund. Funds collected pursuant to this program would be expended as specified.		05/29/2004-S DEAD
SB 1776 (Bowen) I-02/20/2004 07/02/2004-Read second time. To Consent Calendar.	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		07/02/2004-A CONSENT CALENDAR

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SB 1805 (Murray) A-03/31/2004 04/29/2004-Set, first hearing canceled at the request of author.	<p>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.</p> <p>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 the above described requirements for certification or safety and performance standards.</p>		05/29/2004-S DEAD
SB 1851 (Bowen) I-02/20/2004 06/22/2004-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 7. Noes 3.) Re-referred to Com. on APPR.	<p>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.</p>		06/22/2004-A APPR.
SB 1860 (Bowen) A-05/24/2004 06/23/2004-From committee: Do pass, but first be re-referred to Com. on APPR. (Ayes 6. Noes 0.) Re-referred to Com. on	<p>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</p>		06/23/2004-A APPR.

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APPR.	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.		
SB 1883 (Committee on Environmental Quality) I-03/01/2004 05/10/2004-In Assembly. Read first time. Held at Desk.	Air quality: emission reductions: workshops and hearings. Existing law requires the State Air Resources Board to endeavor to achieve the maximum degree of emission reduction possible from vehicular and other mobile sources in order to accomplish the attainment of the state standards at the earliest practicable date, and in doing so, to adopt standards and regulations that will result in the most cost-effective combination of control measures on all classes of motor vehicles and motor vehicle fuel. This bill would delete the obsolete requirement that the state board adopt a workshop and hearing schedule for purposes of considering the adoption of the standards and regulations.		05/10/2004-A DESK
H.R. 4517 6/4/2004—Introduced 6/14/2004 Rules Committee Resolution H. Res. 671 Reported to House. Rule provides for consideration of H.R. 4503 and H.R. 4517 with 1 hour of general debate. Previous question shall be considered as ordered without intervening motions except motion to recommit. Measure will be considered read. Bill is closed to	To provide incentives to increase refinery capacity in the United States. United States Refinery Revitalization Act of 2004 - Directs the Secretary of Energy to designate as a Refinery Revitalization Zone any area that: (1) has experienced mass layoffs at manufacturing facilities or contains an idle refinery; and (2) has an unemployment rate of at least 20 percent above the national average, as set forth at the time of designation as a Refinery Revitalization Zone. Designates the Department of Energy (DOE) as Lead Agency for coordinating Federal authorizations and related environmental reviews of the facility upon request of an applicant for a Federal authorization related to the siting and operation of a refinery facility within a Refinery Revitalization Zone. Directs DOE, as lead agency, to prepare a single environmental review document to be used as the basis for all decisions on the proposed project. Directs the Secretary and the appropriate heads of Federal agencies to enter into Memoranda of Understanding to ensure timely, coordinated review and permitting of refinery facilities within a Refinery Revitalization Zone. Permits interested Indian Tribes and State and local agencies to enter into such Memoranda as well.	06/18/04 Legis. Comm: OPPOSE	6/17/2004 Received in Senate. Read Twice and referred to the Committee on Environment and Public Works

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 7/9/2004

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amendments.