

South Coast Air Quality Management District
2004 Legislative Status Report
Last Update: 9.01.2004

Bill Author Current Text Version	Topic/Summary	Position	Status
AB 338 (Levine) E-08/26/2004 08/26/2004-Assembly Rule 77 suspended. Senate amendments concurrent in. To enrollment. (Ayes 58. Noes 21. Page 7854.)	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 define the term "asphalt containing crumb rubber" and would require the department to require the use of asphalt containing crumb rubber at a specified percentage, by ton, of the total amount of asphalt paving materials used for state highway and construction projects that use asphalt as a construction material. The bill would require the amount of asphalt containing crumb rubber, on and after January 1, 2006, to be not less than 20% of the total amount of asphalt paving materials used . The bill would require the Secretary of Business, Transportation, and Housing, on or before January 1, 2009, to prepare a specified analysis comparing the cost differential between asphalt containing crumb rubber and conventional asphalt, including specified information. The bill would require the secretary to continue to prepare that analysis annually until the time that the secretary determines that the cost of asphalt containing crumb rubber does not exceed 10% of the cost of conventional asphalt. This bill contains other related provisions.		08/26/2004-A ENROLLMENT
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	6/18/04 Legis. Comm: Support 7/9/04 Governing Board: Support	06/22/2004-S TRANS.

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	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.		
AB 406 (Jackson) A-01/26/2004 06/17/2004-In committee: Set, first hearing. Hearing canceled at the request of author.	Environmental quality. The existing California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment, or to adopt a negative declaration if it finds that the project will not have that effect. CEQA requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment. CEQA permits a lead agency to charge and collect a reasonable fee from a project applicant in order to recover estimated costs incurred by the lead agency in preparing a negative declaration or an environmental impact report for the project and for procedures necessary to comply with CEQA on the project . This bill would specifically authorize a lead agency also to charge and collect a reasonable fee from the project applicant to cover the estimated costs incurred by the lead agency in preparing a draft environmental impact report or mitigated negative declaration . This bill contains other related provisions and other existing laws.		02/17/2004-S ENV. QUAL.
AB 471 (Simitian) E-08/24/2004 08/24/2004-Senate amendments concurrent in. To enrollment.	Air emissions: cruise ships. Existing law regulates the release of sewage sludge, oily bilgewater, hazardous waste, or other waste by large passenger vessels into the marine waters of the state. This bill would prohibit a cruise ship, as defined, from conducting onboard incineration while operating within 3 miles of the California coast.		08/24/2004-A ENROLLMENT
AB 474 (Salinas) C-08/30/2004 08/30/2004-Chaptered by Secretary of State -	Districts: record retention. Existing law provides that the legislative body of a district may authorize the destruction or disposition of any record, paper, or document that is more than 2 years old and was prepared or received in any manner other than pursuant to		08/30/2004-A CHAPTERED

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Chapter No. 362, Statutes of 2004	state statute, and that these items need not be copied or reproduced prior to this destruction or disposition. This bill would authorize the legislative body of a district to destroy or dispose of any record, as defined, by either (a) authorizing the destruction or disposition of any category of records if it adopts a resolution finding that destruction or disposition of this category of records will not adversely affect any interest of the district or of the public and the district maintains a list of the categories of records destroyed or disposed of, or (b) adopts a record retention schedule that complies with guidelines provided by the Secretary of State, that classifies all of the district's records by category, and that establishes a standard protocol for destruction or disposition of records. This bill contains other related provisions and other existing laws.		
AB 541 (Benoit) A-06/21/2004 06/23/2004-Referred 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 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		06/23/2004-S TRANS.

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<p>AB 594 (Leno) E-08/19/2004-Senate amendments concurred in. To enrollment. (Ayes 80. Noes 0. Page 7380.)</p>	<p>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.</p> <p>Private energy producers: Hetch Hetchy Water and Power solar generation. Under existing law, the Public Utilities Commission is vested with regulatory authority over public utilities. Existing law permits a private energy producer to generate electricity not generated from conventional sources, as defined, solely for its own use or the use of its tenants, or generating electricity to or for any electrical corporation, state agency, city, county, district, or an association thereof, but not the public, without becoming a public utility subject to the general jurisdiction of the commission. Existing law requires the commission to review the charges paid by electrical corporations to private energy producers for electricity generated by other than conventional power sources and to review standby and transmission charges imposed by electrical corporations upon the private energy producers. The commission is further required, after the review, to adjust those charges to encourage the generation of electricity from other than conventional power sources. Existing law authorizes the City of Davis to receive a bill credit, as defined, to a benefiting account, as defined, for electricity supplied to the electric grid by a photovoltaic facility located within and partially owned by the city and requires the commission to adopt a rate tariff for the benefiting account. This bill would authorize the City and County of San Francisco to elect to designate specific photovoltaic generation facilities meeting specified conditions as Hetch Hetchy Water and Power (HHWP) solar generation facilities, and upon election and the filing and acceptance of an advice letter with the commission establishing rates, Pacific Gas and Electric Company would be required on a monthly basis, to credit the City and County of San Francisco for certain electricity generated and delivered to the electric grid in accordance with specified rate criteria. The bill would provide for the termination of this arrangement upon notice from the city and county or upon the city and county engaging in retail sales to customers within the service territory of Pacific Gas and Electric Company, as a result of becoming a community choice aggregator, as a result of municipalization, or otherwise. This bill contains other related provisions and other existing laws.</p>		<p>08/19/2004-A ENROLLMENT</p>

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AB 653 (Nunez) E-08/26/2004 08/26/2004-Senate amendments concurred in. To enrollment. (Ayes 52. Noes 27. Page 7842.)	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 7/9/04: Governing Board: Support	08/26/2004-A ENROLLMENT
AB 720 (Matthews) A-04/08/2003 02/02/2004-From committee without further action pursuant to Joint Rule 62(a).	Air pollution: clean-burning solid fuel appliances. This bill would prohibit any district from adopting a rule or regulation that restricts or prohibits the installation of any clean-burning solid fuel appliance, as defined, in any new or existing residential structure, the replacement of a wood-burning fireplace with a clean-burning solid fuel appliance in an existing residential structure, the installation of a gas-burning appliance, as defined, in any new or existing residential structure, or the operation of a wood-burning fireplace, heater, or stove at any new or existing residence that is located 3000 or more feet above sea level, that cannot be serviced by a commercial natural gas or propane company, or that utilizes wood-burning as its sole heat source. The bill would require any district that adopts an episodic wood burning curtailment program for implementation in its jurisdiction to include a 2-level curtailment system based on the projected Air Quality Index (AQI) determined by the state board, in which a person would be prohibited from operating a wood-burning fireplace, wood-burning heater, or wood-burning stove in the district, including a Level I curtailment during periods when the AQI is projected to be at least 150 but less than 170, in which a person would be prohibited from operating a wood-burning fireplace, heater, a stove, but would be permitted to operate a clean-burning solid-fuel appliance, and a Level II Curtailment during periods when the AQI is projected to exceed 170. This bill contains other existing laws.		04/09/2003-A DEAD
AB 736 (Hancock) E-08/24/2004 08/24/2004-Senate	School facilities. Existing law, the Leroy F. Greene School Facilities Act of 1998, requires the State Allocation Board to allocate to applicant school districts, prescribed per-		08/24/2004-A ENROLLMENT

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amendments concurrent in. To enrollment.	unhoused-pupil state funding for construction and modernization of school facilities, including hardship funding, and supplemental funding for site development and acquisition. The act authorizes an applicant school district to include plan design and other project components that seek school facility energy self-sufficiency and to seek a grant adjustment for the state's share of the increased costs associated with those components, as specified. This bill would require the State Allocation Board to adopt regulations, as provided, to implement design standards for school facilities in accordance with the guidelines established by the Collaborative for High Performance Schools. The bill would provide that eligibility for funding for projects pursuant to the act from the proceeds of general obligation bonds approved by the voters after January 1, 2006, is contingent on the applicant school district meeting design standards equivalent to those regulations.		
AB 753 (Leslie) E-08/24/2004 08/24/2004-Enrolled and to the Governor at 11 a.m.	Surviving spouses: deceased firefighters and peace officers: health benefits. The Public Employees' Medical and Hospital Care Act provides continuing health benefits coverage to the surviving spouse of a firefighter or peace officer who dies as a result of an injury or disease sustained in the line of duty if the surviving spouse was married to the firefighter or peace officer at least one year prior to the date of death. This bill would also make those benefits available to a surviving spouse if he or she was married to the firefighter or peace officer prior to the date that firefighter or peace officer sustained the injury or disease resulting in death. This bill contains other related provisions.		08/24/2004-A ENROLLED
AB 788 (Chavez) A-04/22/2003 06/19/2003-In committee: Set, first hearing. Hearing canceled at the request of author.	Air pollution: consumer products. Existing law requires the State Air Resources Board to adopt regulations to achieve the maximum feasible reduction in volatile organic compounds emitted by consumer products, if the state board determines that adequate data exist to establish that the regulations are necessary to attain state and federal ambient air quality standards, and that the regulations are commercially and technologically feasible and necessary. Existing law also prohibits the state board from adopting a regulation pertaining to disinfectants before December 1, 2003. This bill would extend that prohibition until January 1, 2005. This bill contains other related provisions.		05/15/2003-S ENV. QUAL.
AB 854 (Koretz) E-08/30/2004 08/30/2004-Enrolled and to the Governor at	Crime. Existing law sets forth legislative findings, declarations, and expressions of intent regarding the purpose of imprisonment for crime, that being punishment, not to preclude, however, programs, including educational		08/30/2004-A ENROLLED

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2:30 p.m.	programs, designed to rehabilitate nonviolent, first-time felony offenders. This bill would encourage the Department of Corrections to give priority enrollment in programs to promote successful return to the community to an inmate with a short remaining term of commitment, as specified. This bill contains other related provisions.		
AB 901 (Jackson) C-07/01/2004 07/01/2004-Chaptered by Secretary of State, Chapter 84.	Solid waste: hazardous electronic waste. The Electronic Waste Recycling Act of 2003 requires a retailer selling a covered electronic device in this state to collect an electronic waste recycling fee from the consumer, on and after July 1, 2004, and to transmit the fee to the California Integrated Waste Management Board in accordance with a specified schedule and procedure. This bill would instead require a retailer to collect that fee beginning on November 1, 2004. This bill contains other related provisions.		07/01/2004-A CHAPTERED
AB 923 (Firebaugh) E-08/28/2004 08/28/2004-From committee: With recommendation: That Senate amendments be concurrent in. (Ayes 13. Noes 4.) (August 28). Senate amendments concurrent in. To enrollment.	Air pollution. Existing law authorizes the district board of the Sacramento Metropolitan Air Quality Management District to adopt a surcharge on motor vehicle registration fees applicable to all motor vehicles registered in the counties within that district. Existing law limits the amount of that surcharge to \$4 for a motor vehicle whose registration expires on or after December 31, 1990. Existing law requires the Department of Motor Vehicles to collect that surcharge, and requires the Sacramento district to implement the air quality improvement strategy adopted by the Sacramento district. 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 reductions in emissions from vehicular pollution sources, and the revenues from \$2 of the surcharge to implement the Carl Moyer program, the new purchase, retrofit, repower, or add-on of previously unregulated equipment for agricultural sources of air pollution, as specified, the new purchase of schoolbuses pursuant to the Lower-Emission School Bus Program, and an accelerated vehicle retirement or repair program, in order to achieve reductions in emissions from vehicular sources and offroad engines. The bill would limit the amount of the surcharge used by the district for its administrative expenses to 5% of the funds collected. The bill would preclude use of a project funded under the program for credit under any state or federal emissions averaging, banking, or trading program, would require retirement of those credits as a condition of funding for projects involving new engines, and would also preclude emission reductions under the program from being used		08/28/2004-A ENROLLMENT

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AB 1009 (Pavley) E-08/28/2004 08/28/2004-From committee: With recommendation: That Senate amendments be concurrent in. (Ayes 12. Noes 0.) (August 28). Urgency clause adopted. Senate amendments concurrent in. To enrollment.	<p>as marketable emission reduction credits or to offset emission reduction obligations. Subject to prescribed conditions, the bill would authorize funding under the program for the purchase of low-emission vehicles or equipment that generate surplus emissions reductions. This bill contains other related provisions and other existing laws.</p> <p>Air pollution: heavy-duty vehicles: emissions. Existing This bill would, to the extent permissible under federal law, commencing January 1, 2006, require the owner or operator of any commercial motor truck, as defined, that enters into the state for purposes of operating in the state to maintain, and provide upon demand to enforcement authorities, evidence demonstrating that its engine met the federal emission standards applicable to commercial heavy-duty engines for that engine's model-year at the time it was manufactured. This bill contains other related provisions and other existing laws.</p>	<p>7/16/04 Legis. Comm: Support 8/06/04 Governing Board: Support</p>	08/28/2004-A ENROLLMENT
AB 1063 (Firebaugh) A-01/05/2004 02/02/2004-From committee without further action pursuant to Joint Rule 62(a).	<p>South Coast Air Quality Management District: retrofit controls: mitigation fees. 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. This bill would authorize the south coast district, to the extent permissible under federal law, to adopt regulations requiring any heavy-duty motor vehicle, nonroad engine, and nonroad vehicle, as defined, that operates substantially in the south coast district, if the vehicle or engine is operated in a fleet of 15 or more vehicles or engines under a single owner or lessee, or if the vehicle or engine is operated at a rail yard, to install retrofit controls to reduce emissions of air contaminants to the maximum extent feasible, as determined by the south coast district. The bill would prohibit a regulation applicable to motor vehicles pursuant to this provision from being implemented prior to January 1, 2007. The bill would require the state board to submit a regulation adopted pursuant to this provision to the federal Environmental Protection Agency for a waiver of certain federal provisions. The bill would also declare the intent of the Legislature that the</p>		01/06/2004-A DEAD

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	<p>south coast district board, in adopting those regulations, grant priority to reducing emissions of air contaminants from vehicles and engines that contribute to air pollution problems in areas impacted by the Alameda Corridor, the Alameda Corridor East, and the Route 710 corridor, as determined by the south coast district. This bill contains other related provisions and other existing laws.</p> <p>Environmental protection. Existing law creates the Agricultural Biomass-to-Energy Incentive Grant Program, which permits air districts, as defined, to apply to the Technology, Trade, and Commerce Agency to receive grants to provide incentives to facilities that convert qualified agricultural biomass, as defined, to fuel. Existing law requires the agency to establish a multiagency review panel to assist in the grant eligibility determinations, and requires that panel to provide a report to the Legislature by January 1, 2003. Existing law repeals this program on January 1, 2004. This bill would change that repeal date to January 1, 2009 , if the multiagency review panel provides a report to the Legislature, as specified, by January 1, 2004 .</p>		06/12/2003-S ENV. QUAL.
<p>AB 1317 (Parra) A-05/05/2003 07/03/2003-In committee: Set, second hearing. Hearing canceled at the request of author.</p>	<p>Air pollution: Carl Moyer Memorial Air Quality Standards Attainment Program: particulate matter. Existing law establishes the Carl Moyer Memorial Air Quality Standards Attainment Program, administered by the State Air Resources Board. Under the program, the state board is authorized to make grants for the purchase of low-emission, heavy-duty engines for vehicles, equipment, vessels, and locomotives in order to reduce emissions of oxides of nitrogen (NOx), and authorizes the administration of the program to be delegated to air pollution control districts and air quality management districts. This bill would expand the Carl Moyer program to include heavy-duty fleet modernization projects that reduce emissions of NOx or particulate matter. The bill would make any project that replaces an old engine or vehicle with a new engine or vehicle that meets more stringent emission standards, or that provides the equivalent emission reductions of that replacement combined with the purchase of a specified new very-low or zero-emission vehicle, a heavy-duty fleet modernization project eligible for funding under the program. The bill would also require the state board, at its first opportunity following January 1, 2005, to revise the existing grant criteria and guidelines to incorporate heavy-duty fleet modernization projects that reduce emissions of NOx or particulate matter , and would authorize those guidelines to define eligible costs to</p>	<p>7/16/04 Legis. Comm: Support with Amendments 8/06/04 Governing Board: Support with Amendments</p>	08/28/2004-A ENROLLMENT

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AB 1468 (Kehoe) A-08/23/2004 08/24/2004-Read third time, passage refused in Senate. (Ayes 18, Noes 15. Page 5299.)	include monitoring and verifying compliance with the requirements of the bill California on the Move-Petroleum Demand Reduction Act. Existing law requires the State Energy Resources Conservation and Development Commission and the State Air Resources Board to implement and administer various laws governing motor vehicle fuel conservation and emission reduction in this state. This bill would enact the California on the Move-Petroleum Demand Reduction Act, which would require both the commission and the state board, not later than January 1, 2010, to adopt and implement measures to achieve an interim petroleum demand reduction goal that would limit onroad petroleum fuel demand to a level not exceeding 2004 demand levels, (adjusted annually to reflect the changes in the state's population), 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. The bill would require the Department of Finance, if, in consultation with the State Board of Equalization, it determines that petroleum fuel tax revenue declines as a direct result of petroleum fuel consumption reduction achieved pursuant to the bill's requirements, to, in consultation with the commission, the state board, and the Department of Transportation, develop and submit to the Legislative Analyst's Office and specified legislative committees, alternative revenue recommendations to compensate for that decline in revenue. 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 onroad light-duty vehicle fuel economy for new vehicles. The bill would require the commission in consultation and coordination with the state board, not later than January 1, 2008, to prepare and include in a specified report a report containing specified information on the progress achieved in meeting the petroleum demand reduction goals prescribed in the act.		08/24/2004-S SENATE
AB 1636 (Kehoe) C-08/30/2004 08/30/2004-Chaptered by Secretary of State -	Pupil records. Existing law establishes the confidentiality of an application or record concerning any individual that relates to free or reduced-price meal eligibility which is made or kept by any public officer or agency, with certain		08/30/2004-A CHAPTERED

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Chapter No. 321, Statutes of 2004	exceptions. Existing law authorizes a public officer or agency to allow the use of those records, as specified, for the purpose of disaggregation of academic achievement data, if certain conditions are met. This bill would, in addition, authorize a public officer or agency to allow the use of those records by a school district employee, as specified, to identify pupils eligible for public school choice and supplemental educational services as required by the federal No Child Left Behind Act of 2001, if certain conditions are met.		
AB 1684 (Leno) E-08/27/2004 08/27/2004-Assembly Rule 77 suspended. Urgency clause adopted. Senate amendments concurred in. To enrollment.	Distributed generation resources. Existing law requires the Public Utilities Commission on or before March 7, 2001, and in consultation with the Independent System Operator, to take certain actions, including, in consultation with the State Energy Resources Conservation and Development Commission (Energy Commission), adopting energy conservation demand-side management and other initiatives in order to reduce demand for electricity and reduce load during peak demand periods, including, but not limited to, differential incentives for renewable or superclean distributed generation resources. Pursuant to this requirement, the commission has developed a self-generation incentive program to encourage customers of electrical corporations to install distributed generation that operates on renewable fuel or contributes to system reliability. This bill would expand the self-generation incentive program to make eligible for incentive rebates a project that operates solely on waste gas, as defined, subject to certain requirements. This bill contains other related provisions and other existing laws.		08/27/2004-A ENROLLMENT
AB 1696 (Pavley) E-08/25/2004 08/25/2004-Assembly Rule 77 suspended. Senate amendments concurred in. To enrollment. (Ayes 66. Noes 11. Page 7723.)	Office of Education on the Environment. Existing law establishes the Office of Education and the Environment within the Integrated Waste Management Board, and requires the office to develop education principles for the environment for elementary and secondary school pupils on or before July 1, 2004. Existing law requires school district governing boards, when adopting instructional materials for use in schools, to include materials that accurately portray those education principles. This bill would eliminate the requirement imposed on governing boards to include those environmental education materials as part of the adopted instructional materials and would make conforming changes . This bill contains other related provisions and other existing laws.		08/25/2004-A ENROLLMENT
AB 1804 (Dutra) A-03/23/2004 05/19/2004-In	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		05/29/2004-A DEAD

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committee: Set, first hearing. Held under submission.	<p>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. 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>AB 1906 (Lowenthal) E-08/27/2004 08/27/2004-In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 29 pursuant to Assembly Rule 77. Assembly Rule 77 suspended. Senate amendments concurred in. To enrollment.</p>	<p>Hazardous materials: petroleum: underground storage tanks: cleanup: fees. Existing law requires the owner or operator of an underground petroleum storage tank, or other responsible party, to take corrective action, as defined, in response to an unauthorized release of petroleum from the tank. A person required to perform corrective action may apply to the State Water Resources Control Board for payment of specified portions of the costs of corrective action. Existing law establishes the Underground Storage Tank Cleanup Fund in the State Treasury and authorizes the money in the fund to be used, upon appropriation by the Legislature, to pay those claims, and, among other things, for corrective actions undertaken by the board, a California regional water quality control board, or a local agency, and for the cleanup and oversight of unauthorized releases at abandoned tank sites. 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 \$0.002 per gallon of petroleum stored, on and after January 1, 2005, and by an 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. This bill contains other related provisions.</p>	<p>08/27/2004-A ENROLLMENT</p>	
<p>AB 1942 (Lowenthal) A-06/14/2004 07/08/2004-In committee: Hearing postponed by</p>	<p>Hazardous waste facilities permits: financial assurances. 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</p>		<p>06/14/2004-S ENV. QUAL.</p>

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committee. (Refers to 7/1/2004 hearing)	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.		
AB 1966 (Campbell) A-04/13/2004 06/08/2004-In committee: Set, first hearing. Hearing canceled at the request of author.	Air pollution: hydrogen refueling stations. Existing law designates the State Air Resources Board as the entity with the responsibility for the control of air pollution from vehicular sources. Existing 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.		05/27/2004-S E. U., & C.
AB 1971 (Lowenthal) E-08/27/2004 08/27/2004-Enrolled and to the Governor at 1:30 p.m.	Air pollution: marine terminals. Existing law requires the State Air Resources Board to endeavor to achieve the maximum degree of emission reduction possible from vehicular and mobile sources of air pollution in order to accomplish the attainment of the state ambient air quality standards at the earliest practicable date. Existing law requires air pollution control districts and air quality management districts in the state, subject to the powers and duties of the state board, to adopt and enforce rules and regulations to achieve and maintain ambient air quality standards in all areas affected by emission sources under their jurisdiction, and to enforce all applicable provisions of state and federal law. Existing law generally designates the state board as having the primary responsibility for the control of emissions from motor vehicles in the state, and designates the districts as having the primary control from all sources other than vehicular	6/18/04 Legis. Comm: Support 7/9/04: Governing Board: Support	08/27/2004-A ENROLLED

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	sources. 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.		
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.	3/12/04 Legis. Comm: Oppose 4/02/04 Governing Board: Oppose 6/18/04 Legis. Comm: Support 7/09/04 Governing Board: Support Author has withdrawn the bill	05/29/2004-A DEAD
AB 2024 (Bermudez) A-03/18/2004 04/19/2004-In committee: Set, second hearing. Hearing cancelled 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.	6/18/04 Legis. Comm: Support with Amendments 7/09/04 Governing Board: Support with Amendments	
AB 2041 (Lowenthal) A-05/06/2004 08/12/2004-In committee: Set, first hearing. Held under submission.	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.	5/14/04 Legis. Comm: Support with Amendments 7/09/04 Governing Board: Support with Amendments	08/04/2004-S APPR. SUSPENSE FILE
AB 2042 (Lowenthal) E-08/25/2004 08/25/2004-Senate amendments concurred in. To enrollment. (Ayes 46.	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	4/09/04 Legis. Comm: Support 5/07/04 Governing Board: Support	08/25/2004-A ENROLLMENT

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Noes 31. Page 7714.)	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.		
AB 2043 (Lowenthal) E-08/24/2004 08/24/2004-Enrolled and to the Governor at 11 a.m.	Maritime Port Strategic Master Plan Task Force. Existing law provides for the regulation of ports and harbors. This bill would require 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 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 7/09/04 Governing Board: Support with Amendments	08/24/2004-A ENROLLED
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) E-08/26/2004 08/26/2004-Assembly Rule 77 suspended. Senate amendments concurred in. To enrollment. (Ayes 56. Noes 19. Page 7875.)	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, commencing January 1, 2005, of the revenues generated by		08/26/2004-A ENROLLMENT

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	the remaining \$6 of the fee, allocate the revenues generated by \$4 of the fee to the High Polluter Repair or Removal Account in the Vehicle Inspection and Repair Fund, and the revenues generated by \$2 of the fee to the general Vehicle Inspection and Repair Fund. This bill contains other existing laws.		
AB 2176 (Montanez) E-08/25/2004 08/25/2004-Senate amendments concurred in. To enrollment. (Ayes 45. Noes 34. Page 7763.)	Large venue and large 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 April 1, 2005, to make available one or more model local agency ordinances to facilitate solid waste reduction, reuse, and recycling programs 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.		08/25/2004-A ENROLLMENT
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 Governor, in the case of a report to the Legislature, a physical copy shall be submitted to the Clerk of the Assembly and the Secretary of the Senate, and in the case of a report to a specified committee of the Legislature, a physical copy shall be submitted to the chairperson and vice chairperson of the committee. It also would require that each report a state agency is required to submit be available in an electronic format and specify an Internet Web site where the report may be downloaded and a telephone number to call to order a physical copy of the report.		05/29/2004-A DEAD
AB 2209 (Wiggins) A-06/30/2004 08/12/2004-In committee: Set, first	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		07/19/2004-S APPR. SUSPENSE FILE

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hearing. Held under submission.	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.		
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) E-08/25/2004 08/25/2004-Senate amendments concurred in. To enrollment. (Ayes 79. Noes 0. Page 7669.)	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.		08/25/2004-A ENROLLMENT
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 4/02/04 Governing Board: Oppose. Continue monitoring.	05/29/2004-A DEAD
AB 2311 (Jackson) E-08/25/2004 08/25/2004-Senate amendments concurred in. To	Energy efficiency: sustainable building. Existing law establishes various state programs to encourage conservation and energy efficiency in public buildings. This bill would provide that the state sustainable building goal is to site, design, demolish, construct, renovate, operate, and maintain state buildings that are models of energy, water, and		08/25/2004-A ENROLLMENT

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enrollment. (Ayes 50. Noes 29. Page 7696.)	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) E-08/20/2004 08/20/2004-Enrolled and to the Governor at 2:15 p.m.	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 and the City of Rocklin in 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.	7/16/04 Legis. Comm: Support 8/06/04 Governing Board: Support	08/20/2004-A ENROLLED
AB 2366 (Dutra) A-08/26/2004 08/27/2004-In Senate. Held at Desk.	Bay Area state-owned toll bridges: financing. Existing law estimates the cost to seismically retrofit state-owned toll bridges and to replace the east span of the San Francisco-Oakland Bay Bridge, and identifies funding to be made available for this purpose from various sources, including a \$1 per vehicle surcharge on Bay Area state-owned toll bridges and Proposition 192 seismic repair bond funds, among other sources. Existing law authorizes the Department of Transportation to program not more than \$448,000,000 in various transportation funds if necessary as a contingency to augment the other identified funds for the toll bridge seismic program. This bill would delete the statutory cost estimates for the various bridges. This bill		08/27/2004-S DESK

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AB 2424 (Malfa, La) A-04/13/2004 04/19/2004-In committee: Set, first hearing. Hearing canceled at the request of author.	contains other related provisions and other existing laws. 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-Re- ferred 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 (Yee) E-08/27/2004 08/27/2004-Re- ferred to Com. on REV. & TAX. pursuant to AR77.2. From committee: With recommendation: That Sen amendments be concurred in. A 5. N 0. 8-27. Sen amendments concurred in. To enrollment.	Local sales and use tax: jet fuel: place of sale. The Bradley-Burns Uniform Local Sales and Use Tax Law authorizes counties and cities to impose sales and use taxes pursuant to the adoption of local ordinances including specified provisions. That law provides, for purposes of applying a local sales tax imposed under the Bradley-Burns Uniform Local Sales and Use Tax Law to any sale of jet fuel, that the point of sale of that fuel is the point of delivery of that fuel to the aircraft, if the principal negotiations for that sale are conducted in this state and the retailer of that fuel has more than one place of business in the state. This bill would delete the requirement that the retailer of that fuel has more than one place of business in this state, and require the State Auditor to conduct an audit to examine the state sales and use tax system by June 1, 2005, as specified. This bill contains other related provisions.		08/27/2004-A ENROLLMENT
AB 2482 (Campbell) A-04/12/2004 08/27/2004-To inactive file on motion of Senator	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		08/27/2004-A INACTIVE FILE

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Burton.	<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>		
AB 2485 (Chan) E-08/24/2004 08/24/2004-Senate amendments concurred in. To enrollment.	<p>Schools: environmental and endangerment assessments.</p> <p>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 aboveground, 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>		08/24/2004-A ENROLLMENT

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	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 a school district to bring a complaint before the appropriate regulatory agency or legislative body for a violation of these reporting requirements.		
AB 2526 (Oropeza) 1-02/20/2004 05/19/2004-In committee: Set, second hearing. Held under submission.	Carl Moyer Memorial Air Quality Standards Attainment Program: diesel fuel tax money. The Carl Moyer Memorial Air Quality Standards Attainment Program provides grants to offset the incremental cost of projects that reduce emissions of NOx from covered sources in California. The Carl Moyer Memorial Air Quality Standards Attainment Trust Fund is established to make money in the fund available for purposes of the program upon appropriation by the 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.		05/29/2004-A DEAD
AB 2541 (Frommer) A-04/15/2004 05/19/2004-In committee: Set, second hearing. Held under submission.	Low Emission Contractor Incentive Program. Existing law requires the State Energy Resources Conservation and Development Commission, the Department of General Services, and the State Resources Board to develop and adopt fuel-efficiency specifications governing the purchase of state motor vehicles and replacement tires that will reduce petroleum consumption of the state vehicle fleet to the maximum extent practicable and cost-effective . This bill would require the Department of General Services, in consultation with the State Air Resources Board, to develop and implement a 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 specified requirements , including the obtaining of low-emission status for its vehicles or equipment, as provided .	5/14/04 Legis. Comm: Support with Amendments 6/04/04 Governing Board: Support with Amendments	05/29/2004-A DEAD
AB 2585 (Parra) E-08/24/2004	San Joaquin Valley Air Pollution Control District: Joint Strike Fighter Impact Zone.		08/24/2004-A ENROLLMENT

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08/24/2004-Senate amendments concurred in. To enrollment.	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.		
AB 2602 (Calderon) 1-02/20/2004 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) E-08/26/2004 08/26/2004-Senate amendments concurred in. To enrollment. (Ayes 41. Noes 31. Page 7858.)	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. 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	3/12/04 Legis. Comm: Support with Amendments 4/02/04 Governing Board: Support with Amendments	08/26/2004-A ENROLLMENT

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	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 . The bill would permit certain of those vehicles described above that are registered to an address in the 9-county San Francisco Bay region, as described, to use the toll-free and reduced-rate passage privilege on the specified bridges only if the owner of the vehicle has obtained an automatic vehicle identification account, as specified . 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) E-08/27/2004 08/27/2004-Enrolled and to the Governor at 4:30 p.m.	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 6/04/04 Governing Board: Support	08/27/2004-A ENROLLED

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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>		
<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>	<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>		<p>05/29/2004-A DEAD</p>
<p>AB 2657 (Nunez) E-08/26/2004 08/26/2004-Assembly Rule 77 suspended. Senate amendments concurred in. To enrollment. (Ayes 59.</p>	<p>Metal plating facilities. The 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 agency, in consultation with the task force, to take specified actions with respect to the regulation of the metal plating industry, as prescribed. The bill would require the agency to establish a loan program or a loan guarantee program , or both, for chrome plating</p>	<p>06/18/04 Legis. Comm: Support with Amendments 7/09/04 Governing Board: Support with Amendments</p>	<p>08/26/2004-A ENROLLMENT</p>

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Noes 19. Page 7868.)	<p>facilities, as specified. The bill would create the Chromium Pollution Prevention Fund in the State Treasury, and would require that the money in the fund be expended by the agency, upon appropriation by the Legislature, to support the task force's activities, and make specified loans and loan guarantees. The bill would require the agency to make loans or loan guarantees available only to a generator that is a small business that owns or operates a chrome plating facility that is subject to a specified rule of the South Coast Air Quality Management District or a comparable rule in another district. The bill would allow the agency to delegate administration of the loan or loan guarantee program to one of its boards, divisions, or offices, but would require the Secretary for Environmental Protection to approve all projects to be funded before a loan commitment is issued. This bill contains other related provisions and other existing laws.</p>		
AB 2683 (Lieber) A-05/20/2004 07/30/2004-In committee: Hearing postponed by committee. (Refers to 7/29/2004 hearing)	<p>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.</p>	<p>3/12/04 Legis. Comm: Watch 4/02/04 Governing Board: Watch 4/09/04 Legis. Comm: Support 5/07/04 Governing Board: Support</p>	05/26/2004-S SENATE
AB 2685 (Oropeza)	Vehicles: fuel conservation measures.		08/04/2004-S APPR.

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A-06/30/2004 08/12/2004-In committee: Set, first hearing. Held under submission.	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.		SUSPENSE FILE
AB 2701 (Runner) E-08/25/2004 08/25/2004-Assembly Rule 77 suspended. Senate amendments concurrent in. To enrollment. (Ayes 79. Noes 0. Page 7759.)	Environmental protection: reports. Existing law requires the California Environmental Protection Agency, and its boards, departments, and offices to prepare and submit to the Governor and the Legislature various reports containing specified information on the implementation and effectiveness of certain programs, policies, and projects to ensure the protection of natural resources in the state. This bill would require the California Integrated Waste Management Board, in consultation with state agencies that are affected by the changes made by the bill, to develop and implement guidelines, by January 1, 2005, to provide and produce reports and other documentation, including guidance documents, fact sheets, and other publications and written materials, in the most efficient and environmentally sustainable manner possible. The bill would require the guidelines to include the distribution of reports and other documentation by electronic means and compact discs, information on posting reports and other documentation on state agency Web sites, and techniques for the production of reports and other documentation that 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.		08/25/2004-A ENROLLMENT
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	Air pollution: confined animal facilities.	3/12/04 Legis. Comm:	05/29/2004-A DEAD

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(Canciamilla) I-02/20/2004 03/11/2004-Referred to Com. on NAT. RES.	Existing law designates the State Air Resources Board as the state agency charged with coordinating efforts to attain and maintain ambient air quality standards in the state. Existing law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, and, subject to the powers and duties of the State Air Resources Board, requires that districts adopt and enforce rules and regulations to achieve and maintain the state and federal ambient air quality standards in all areas affected by emission sources under their jurisdiction. Existing law requires the state board, on or before July 1, 2005, to review all available scientific information, including, but not limited to, emissions factors for confined animal facilities, and the effect of those facilities on air quality in the basin and other relevant scientific information, and develop a definition for the source category of a "large confined animal facility." Existing law requires each district that is designated as a federal nonattainment area for ozone as of January 1, 2004, to adopt, implement, and submit for inclusion in the state implementation plan, not later than July 1, 2006, a rule or regulation that requires the owner or operator of a large confined animal facility, as the definition of that term is developed by the state board, to obtain a permit from the district to reduce, to the extent feasible, emissions of air contaminants from the facility. This bill would prohibit a district from issuing a permit for a confined animal facility prior to the completion of the scientific review by the state board. The bill would also make a technical, nonsubstantive change to delete redundant provisions within those requirements.	Oppose 4/02/04 Governing Board: Oppose	
AB 2847 (Oropeza) A-04/27/2004 05/19/2004-In committee: Set, first hearing. Held under submission.	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		05/29/2004-A DEAD

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	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, 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-08/17/2004 08/17/2004-Read second time, amended, and to third reading.	Vehicles: registration: fees: increase. Existing law authorizes the district board of the Sacramento Metropolitan Air Quality Management District to adopt a surcharge on motor vehicle registration fees applicable to all motor vehicles registered in the counties within that district. Existing law limits the amount of that surcharge to \$4 for a motor vehicle whose registration expires on or after December 31, 1990. Existing law requires the Department of Motor Vehicles to collect that surcharge, and requires the Sacramento district to implement the air quality improvement strategy adopted by the Sacramento district. 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	3/12/04 Legis. Comm: Watch, staff to report back on the State's position, and to see clarification on stringent guidelines. 4/02/04 Governing Board: Watch 4/09/04 Legis. Comm: Watch 5/07/04 Governing Board: Watch	08/17/2004-S THIRD READING

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	the surcharge to implement the Carl Moyer program, the new purchase, retrofit, repower, or add-on of equipment for agricultural sources of air pollution in districts with specified nonattainment designations for the federal ambient air quality standards for ozone and particulate matter , the new purchase or retrofit of diesel schoolbuses, and the voluntary accelerated vehicle retirement program to achieve reductions in emissions from vehicular sources and offroad engines. This bill contains other related provisions and other existing laws.		
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 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.		05/29/2004-A DEAD
AB 2906 (Nation) A-06/10/2004 06/29/2004-Do pass as amended, and refer to the Committee on Appropriations	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		06/22/2004-S TRANS.

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	<p>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 about emissions of global warming gases and other air contaminants.</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>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>		06/15/2004-S E. U., & C.
AB 2939 (Diaz) A-06/07/2004 06/08/2004-Re- referred to Com. on L. & E.	<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</p>		06/08/2004-A L. & E.

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	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.		
AB 2953 (Matthews) A-08/24/2004 08/25/2004-In committee: Set, first hearing. Hearing canceled at the request of author.	Air pollution: Carl Moyer Memorial Air Quality Standards Attainment Program: eligibility criteria. Existing law, the Carl Moyer Memorial Air Quality Standards Attainment Program, administered by the State Air Resources Board and delegable to air pollution control and air quality management districts, provides grants to offset the incremental costs of eligible projects that reduce emissions of oxides of nitrogen from covered vehicles and covered engines, as defined, in the state. Under existing law, eligible projects include the purchase of new very low- or zero-emission covered vehicles or covered engines, emission-reducing retrofit of covered engines, or replacement of old engines powering covered sources with newer, cleaner engines, purchase and use of emission-reducing add-on equipment for covered vehicles, and development and demonstration of practical, low-emission retrofit technologies, repower options, and advanced technologies for covered engines and vehicles with very low emissions of oxides of nitrogen. Existing law prohibits the program from funding a new purchase, retrofit, repower, or add-on equipment if it is required by any local, state, or federal statute, rule, regulation, memoranda of agreement or understanding, or other legally binding document. This bill would revise that prohibition to apply only if the new purchase, retrofit, repower, or add-on equipment is required by the compliance date of that local, state, or federal statute, rule, regulation, memoranda of agreement or understanding or other legally binding document.	4/09/04 Legis. Comm: Oppose 5/07/04 Governing Board: Oppose	08/24/2004-S THIRD READING
AB 2955 (McCarthy) E-08/25/2004	Underground storage tanks: leakage detection: grants. Existing law generally regulates the storage of hazardous substances in		08/25/2004-A ENROLLMENT

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08/25/2004-From committee: With recommendation: That Senate amendments be concurred in. (Ayes 21. Noes 0.) (August 25). Urgency clause adopted. Senate amendments concurred in. To enrollment. (Ayes 78. Noes 0. Page 7766.)	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 revise the performance standards for those underground storage tanks with regard to the construction, operation, and maintenance of those tanks. This bill contains other related provisions and other existing laws.		
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 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		05/29/2004-A DEAD

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	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. Staff to work with author on appropriate funding mechanism(s). 7/09/04 Governing Board: Support in Concept. Staff to work with author on appropriate funding mechanism(s).	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 380 (McClintock) A-07/24/2003 08/29/2003-Set, second hearing. Held in committee and under submission.	Highways: exclusive-use or preferential-use lanes. Existing law requires that, prior to establishing exclusive-use or preferential-use traffic lanes for high-occupancy vehicles (HOV lanes), the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, make competent engineering estimates of the effect of the lanes on safety, congestion, and highway capacity. This bill would request that the University of California, on or before January 1, 2005, conduct a study, in consultation with the Department of Transportation, to evaluate the effectiveness of those lanes, as specified. This bill contains other related provisions.		08/20/2003-A APPR. SUSPENSE FILE
SB 429 (Torlakson) A-07/28/2004	Energy resources: petroleum infrastructure projects: permits: process. Existing This bill would require the Governor to designate, until January 1,	6/18/04 Legis. Comm: Oppose	08/04/2004-A APPR. SUSPENSE FILE

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SB 503 (Florez) A-06/18/2003 02/02/2004-Returned to Secretary of Senate pursuant to Joint Rule 56.	Consumer loans. Existing law imposes various restrictions on certain consumer loans defined as "covered loans," including prohibiting a covered loan from including a prepayment fee or penalty after the first 36 months after the date of consummation of the loan and requiring a specified disclosure notice to be provided to a consumer before a covered loan is made. Existing law provides that a "licensed person," as defined, who violates certain provisions regulating covered loans is deemed to have violated that person's licensing law. This bill would authorize a licensed person, subject to the laws regulating covered loans, to make consumer loans on the same terms and conditions as any financial institution chartered under the laws of the United States or any operating subsidiary of a federally chartered financial institution.		
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 568 (Sher) E-08/30/2004 08/30/2004-Enrolled. To Governor at 4 p.m.	Environmental protection: external scientific peer reviewers. Existing law requires the California Environmental Protection Agency, or a board, department, or office within the agency, to enter into an agreement with the National Academy of Sciences, the University of California, the California State University, or any similar institution of higher learning, or any combination of those entities, or with a scientist or group of scientists of		08/30/2004-S ENROLLED

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	comparable stature and qualifications that is recommended by the President of the University of California, to conduct an external scientific peer review of the scientific basis for any rule proposed by any board, department, or office within the agency, and prescribes procedures for conducting that scientific peer review, as specified. This bill would prohibit any person with a financial interest, as described, that is related to the subject matter of the review from serving as an external scientific peer reviewer for a peer review initiated on or after January 1, 2004, and would make a conforming change.		
SB 647 (Sher) E-08/26/2004 08/26/2004-Enrolled. To Governor at 10 a.m.	Environmental quality. The existing California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared by contract, and certify the completion of, an environmental impact report on any project that it proposes to carry out or approve that may have a significant effect on the environment. CEQA requires that, when preparing and certifying an environmental impact report for a military base or reservation, as defined, the determination of whether the reuse plan may have a significant effect on the environment may be made in the context of the physical conditions that were present at the time that the federal decision became final for the closure or realignment of the base or reservation. This bill would delete those obsolete cross-references and would make other conforming changes. This bill contains other related provisions and other existing laws.		08/26/2004-S ENROLLED
SB 701 (Flores) A-04/21/2003 02/02/2004-Returned to Secretary of Senate pursuant to Joint Rule 56.	California Clean Air Bond Act of 2004. Under existing law, various bond acts have been approved by the voters to provide funds for projects, facilities, and programs. This bill would enact the California Clean Air Bond Act of 2004 which, if adopted, would authorize, for purposes of financing an air quality program, the issuance, pursuant to the State General Obligation Bond Law, of bonds in the amount of \$4,550,000,000. This bill contains other related provisions.		02/02/2004-S SENATE
SB 706 (Flores) A-06/17/2004 06/24/2004-Re- ferred 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		06/24/2004-A RLS.

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SB 871 (Torlakson) C-08/30/2004 08/30/2004-Chaptered by Secretary of State - Chapter No. 336, Statutes of 2004	<p>changes . This bill contains other related provisions and other existing laws.</p> <p>Vehicles: accident reports. Existing law authorizes the Department of Motor Vehicles to establish commercial requester accounts for individuals or organizations for the purpose of obtaining information from the department's files, except as specified. This bill would authorize the Department of Motor Vehicles, using the information in those law enforcement agency accident reports, to make the license plate number and the accident report number available to a person who has established a commercial requester account and enters into a specified agreement with the department. The bill would require the agreement to stipulate that the information provided may not be used for the purpose of identifying or contacting any person and may only be used to identify a vehicle that has been reported to be in a traffic accident. The bill would authorize the law enforcement agency accident report number and license plate number to be used only for the internal verification purposes of the business that receives the information and would prohibit that information from being disclosed to any party other than the department or the Department of the California Highway Patrol. The bill would make the use of the information in violation of the elements of the stipulation a violation of related criminal and civil remedy provisions of existing law. The bill thereby would establish a state-mandated local program by expanding the scope of a crime. This bill contains other related provisions and other existing laws.</p>		08/30/2004-S CHAPTERED
SB 999 (Machado) A-07/28/2004 08/11/2004-Set, first hearing. Hearing canceled at the request of author.	<p>San Joaquin Valley Unified Air Pollution Control District: district board membership. Existing This bill would increase the membership of the district board to 15 members. The bill would require 7 members to be appointed by each of the Counties of Fresno, Kern, Merced, San Joaquin, Stanislaus, and Tulare, and would require one member to be appointed by mutual consent between the Counties of Kings and Madera. The bill would require 5 city members to be appointed to the district board, and would require the City Council of Fresno to appoint 2 of those members, and the City Councils of Bakersfield, Modesto, and Stockton to each appoint one of those members. The bill would require 3 public members to be appointed to the district board, and would establish a process for nominating and selecting those public members. The bill would require the district board to select the 3 public members in compliance with that process by April 30, 2005, and would provide an alternate means of selection of those public members if the district board does not select those</p>		07/08/2003-A APPR.

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	members by that date. Because of the additional duties this bill would require of the San Joaquin Valley Unified Air Pollution Control District, the bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.		
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 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.		06/14/2004-A TRANS.
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.	Air pollution: stationary sources: prosecution of violations. Existing law designates air pollution control districts and air quality management districts as having the primary responsibility for the control of air pollution from all sources other than vehicular sources, subject to the powers and duties of the State Air Resources Board. Existing law subjects any person that violates any rule, regulation, permit, or order of the state board or a district pertaining to emissions of air contaminants or toxic air contaminants to fines, imprisonment, and civil penalties. Existing law provides that the recovery of a civil penalty for an air quality violation precludes criminal prosecution. Existing law also provides that the filing of a criminal complaint requires the dismissal of any civil action for the same offense, but exempts from that requirement any portion of a civil action requesting injunctive relief. This bill would instead specify that the recovery of a civil penalty for an air quality violation does not preclude criminal prosecution for the same offense, and would specify that when a district refers a violation to a prosecuting	3/12/04 Legis. Comm: Support with Amendments 4/02/04 Governing Board: Support with Amendments	05/29/2004-S DEAD

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SB 1214 (Kuehl) E-08/30/2004 08/30/2004-Enrolled. To Governor at 2 p.m.	<p>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> <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. The bill would require the Secretary of the Resources Agency to extend an invitation to the United States Geological Survey Salton Sea Science Office to participate in the restoration study. This bill would recast the required evaluation to require that the study establish an evaluation of alternatives for the restoration of the Salton Sea that includes consideration of strategies for salinity control, habitation creation and restoration, and different shoreline elevations and surface area configurations. The bill would require the evaluation to include suggested criteria for selecting and evaluating alternatives consistent with the Salton Sea Restoration Act and would require the evaluation to include, but not be limited to, at least one most cost-effective, technically feasible, alternative. This bill contains other related provisions and other existing laws.</p>		08/30/2004-S ENROLLED
SB 1224 (Ortiz) A-04/14/2004 04/28/2004-Set, first hearing. Hearing canceled at the request of author.	<p>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</p>		05/29/2004-S DEAD

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SB 1247 (Soto) A-06/01/2004 06/01/2004-From committee with author's amendments. Read second time. Amended. Re-referred to committee.	and other existing laws. 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. on RLS.	Solid waste: gasification. Existing law defines the term "gasification" to mean a technology that uses a noncombustion thermal process to convert solid waste to a clean burning fuel for the purpose of generating electricity, and that meets specified requirements. This bill would make technical, nonsubstantive changes in those provisions, and would make declarations of legislative intent concerning the need to promote and develop incentives for the use of gasification and biomass technology.		05/29/2004-S DEAD
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) C-08/24/2004	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		08/24/2004-S CHAPTERED

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08/24/2004-Chaptered by Secretary of State - Chapter No. 286, Statutes of 2004	related provisions and other existing laws.		
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 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.		05/29/2004-S DEAD
SB 1397 (Escutia) A-08/23/2004 08/27/2004-(Aug. 28)-Read third time Refused passage.	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	AQMD Sponsored Bill	08/23/2004-A THIRD READING

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	<p>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 authorize the south coast district to adopt regulations requiring the owner or lessee of any heavy-duty motor vehicle, nonroad engine, or nonroad vehicle, other than a new locomotive or new engine used in a locomotive, 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 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 , if the south coast district makes the findings required by the federal act . The bill would require the south coast district to reimburse the state board for any costs incurred by the state board related to the development and processing of that submission. This bill contains other related provisions and other existing laws.</p>		
<p>SB 1446 (Escutia) A-05/12/2004 08/12/2004-Set, second hearing. Held in committee and under submission.</p>	<p>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</p>	<p>6/18/04 Legis. Comm: Support 7/09/04 Governing Board: Support</p>	<p>08/04/2004-A APPR. SUSPENSE FILE</p>

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	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) E-08/30/2004 08/30/2004-Enrolled. To Governor at 4 p.m.	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. The act creates the Vehicle and Inspection Repair Fund and directs that all fees and revenues collected pursuant to the act and pursuant to the motor vehicle inspection program be deposited into the fund. 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 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.		08/30/2004-S ENROLLED
SB 1614 (Torlakson) A-04/29/2004 05/04/2004-Set, second hearing. Hearing canceled at the request of author.	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 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		05/29/2004-S DEAD

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	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.		
SB 1615 (Denham) E-08/26/2004 08/26/2004-Enrolled. To Governor at 10 a.m.	<p>Air pollution: smog check: out-of-state vehicles.</p> <p>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 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.</p>	<p>3/12/04 Legis. Comm: Oppose 4/02/04 Governing Board: Oppose</p>	08/26/2004-S ENROLLED
SB 1652 (Murray) A-08/10/2004 08/12/2004-Set, final	<p>Energy: residential solar energy systems: Solar Peak Energy Procurement Program: net energy metering.</p> <p>Existing law requires a solar energy system to meet applicable standards and</p>	<p>6/18/04 Legis. Comm: Support 7/09/04 Governing</p>	08/11/2004-A APPR. SUSPENSE FILE

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hearing. Failed passage in committee.	requirements imposed by state and local permitting authorities. This bill would require, on and after January 1, 2010 , at least 5% 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 energy system , as defined, for each unit. The bill would require that percentage to increase by 5% each year until January 1, 2019 . This bill contains other related provisions and other existing laws.	Board: Support	
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 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		06/15/2004-A JUD.

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	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) C-08/24/2004 08/24/2004-Chartered by Secretary of State - Chapter No. 245, Statutes of 2004	Electrical energy: thermal powerplants. Existing law provides for the restructuring of California's electric power industry so that the price for the generation of electricity is determined by a competitive market. Existing law, until January 1, 2004, required the State Energy Resources Conservation and Development Commission (Energy Commission) to establish a process for the expedited review of applications to construct and operate thermal powerplants and related facilities and for the expedited review of repowering projects. This bill would, until January 1, 2007, reinstate those provisions for establishing a process for the expedited review of applications to construct and operate thermal powerplants and related facilities and for the expedited review of repowering projects.		08/24/2004-S CHARTERED
SB 1805 (Murray) A-03/31/2004 04/29/2004-Set, first hearing. Hearing canceled at the	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		05/29/2004-S DEAD

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request of author.	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.		
SB 1851 (Bowen) E-08/27/2004 08/27/2004-Senate concurs in Assembly amendments. (Ayes 23. Noes 13.) To enrollment.	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.		08/27/2004-S ENROLLMENT
SB 1860 (Bowen) A-05/24/2004 08/12/2004-Set, second hearing. Held in committee and under submission.	Community-based foster care pilot program. Existing law relating to foster care placement declares the intent of the Legislature to preserve and strengthen a child's family ties whenever possible, and to remove a child from the custody of his or her parents only when necessary for his or her welfare or for the safety and protection of the public. Existing law also makes provision for the certification, licensing, and training of foster care providers. This bill would declare legislative intent to establish a community-based foster care pilot program, modeled after the Neighbor to Neighbor Program implemented in Chicago. The bill would require the State Department of Social Services to award a grant to a nonprofit organization for the establishment and implementation of the 3-year pilot program, for which foster care providers would be recruited from the community and provided with training, salary, and benefits. The bill would set forth other components of the pilot program, relating to, among other things, keeping sibling groups together, involvement of birth parents, reunification services, and case management duties. This bill contains other related provisions.		08/04/2004-A APPR. SUSPENSE FILE
SB 1883 (Committee)	Air quality: emission reductions: workshops and hearings.		05/10/2004-A DESK

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on Environmental Quality 1-03/01/2004 05/10/2004-In Assembly. Read first time. Held at Desk.	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.		
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 amendments. 6/15/2004 Rule H.Res. 671 passed House. 6/16/2004 Considered under the provisions of rule H.Res. 671. (consideration: CR	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.		6/17/2004 Received in the Senate and Read twice and referred to the Committee on Environment and Public Works

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H4178-4191). 6/16/2004 The previous question was ordered pursuant to the rule. 6/16/2004 Considered as unfinished business. (consideration: CR H4206) 6/16/2004 On passage Passed by the Yeas and Nays: 239 - 192 (Roll no. 246). (text: CR H4178-4179). 6/16/2004 Motion to reconsider laid on the table Agreed to without objection.			